

Tribal Transportation Planning Guide for Washington State



Dedication of the Nisqually Tribe Welcome Pole, October 2006. Nisqually youth were the primary carvers.
Photo courtesy of Jim Longley

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Executive Summary



The first state/tribal conference in the country was held in December, 1993. The Washington State DOT met with leaders of 26 of the 29 recognized tribes, and both the tribes and the state staff listened. The tribes at that meeting asked for a Guidebook to assist them understand and participate in Washington State Department of Transportation (WSDOT) planning and, programs and work together to meet transportation needs. That guide was completed in 1995 and became a national model for state/tribal planning. Updated in 2004, this new “Guide” continues to chronicle the transportation programs, accomplishments, and collaboration of tribes and the state. It is designed as a resource for tribes, WSDOT, and all parties to advance transportation programs and services and meet critical transportation needs. The initial guide was published at the request of the tribes as an outcome of the first state/tribal transportation conference in 1993.

The purpose of this Washington State-Tribal Transportation Planning Guide is to provide a resource to Tribes, to the Washington State Department of Transportation (WSDOT), and to the general public to support and encourage participation, collaboration and consultation of the Washington tribes with WSDOT in tribal transportation planning, program development and implementation. The publication will meet the following goals:

1. To serve as a guide to tribal governments, tribal planners and those involved in tribal transportation as a resource for program and planning processes and information;
2. To serve as a guide for WSDOT and other state and local governments to better understand tribal governments and how to work effectively with tribes;
3. To develop and promote models for collaboration to meet critical transportation needs of the state and the tribes;
4. To support state requirements to coordinate activities with tribal governments and for consultation and involvement of tribes in transportation planning, program development and operation.

Guidebook Organization

The Guidebook is available in two formats – a hard copy bound book created as a desk reference, and also a web-based document. Live links in the web version connect to other web sites and resource documents that others maintain. This approach seeks to ensure that the most current background information is linked to this document. Cyber-technology is not perfect however, so if you discover a link is not working, please notify:



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This guidebook has seven sections:

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Chapter 2—Planning Resources
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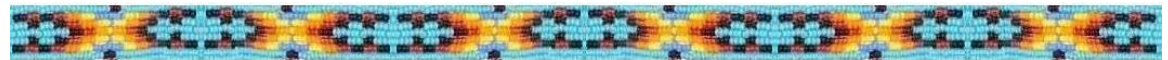
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Chapter 1: Overview of Tribal Transportation Planning



Young riders of the Rural/Tribal Transit system serving the Nisqually community
Photo courtesy of Jim Longley

Introduction

The Tribal Transportation Planning Organization (TTPO) created this Guidebook to assist tribal transportation planners and tribal transportation policy-makers in their interactions with other units of government for transportation planning and development purposes.

Washington State has 29 federally-recognized tribes whose reservation lands, ranging from 1.4 million acres to less than one acre, occupies almost eight per cent of the state's land mass, and is home to about 27,000 tribal members as well as to approximately 116,000 other people with no tribal affiliation.

Road Ownership



Roads that serve tribal lands may be owned by the tribe, a county, or the state. Tribes also have needs for transit service, aviation services, rail, and ferry service. In order to ensure that tribal transportation facilities and services are fully included in local and state-level transportation planning, policy, development and maintenance, tribal sovereign nations may find a need to interact with these other units of government.

In the past, the federal Bureau of Indian Affairs (BIA) was the dominant agency providing funding and guidance on tribal roads. With the coming of a new federal surface transportation act, the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, later the Transportation Equity Act for the 21st Century (TEA-21), in 1998, the shift of responsibility from BIA to the United States Department of Transportation (USDOT) began to occur. The current federal surface transportation act, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005 expires in September of 2009, and it seems likely that the next legislation may shift the balance of responsibility even further from the BIA to the USDOT.

*Photo: Spokane
Indian Reservation
Wellpinit, Washington*

State departments of transportation (DOTs) are the lead agencies receiving and distributing federal transportation funds, so these changes in federal legislation mean that Washington tribes have even greater reason to interact with the Washington State Department of Transportation (WSDOT) than when the BIA was the primary funding source.

Indian Reservation Roads (IRR)



The Indian Reservation Roads (IRR) Program was established on May 26, 1928, by Public Law 520 (Codified at 25 U.S.C. 318(a)). The partnership with the Bureau of Indian Affairs (BIA) and the Federal Highway Administration (FHWA) began in 1930 when Congress authorized the Secretary of Agriculture to cooperate with the State highway agencies and the Department of the

Interior (DOI) in the survey, construction, reconstruction, and maintenance of roads serving Indian lands. In 1982, the Surface Transportation Assistance Act created the Federal Lands Highway Program and established an Indian Reservation Road (IRR) as a category of public road (Title 23 USC Chapter 2). Today FHWA's Federal Lands Highway Program (FLHP) co-administers the IRR program with the Bureau of Indian Affairs. FHWA oversees construction, and the BIA is responsible for maintenance.

The Bureau of Indian Affairs stores IRR data in the national IRR Inventory. According to the [IRR Final Rule, \(CFR 25, §170, July 19, 2004\)](#) eligible roads and bridges can be owned by any jurisdiction. An Indian Reservation Road:

IRR Inventory

“ means a public road that is located within or provides access to an Indian reservation or Indian trust land, or restricted Indian land..”

To participate effectively in the IRR program and receive the highest allocation of funds, tribes must have an accurate and current IRR Inventory. The IRR Inventory provides the information used by the BIA to calculate the allocation of funds to tribes using a distribution formula entitled the [Tribal Transportation Allocation Methodology \(TTAM\)](#). The TTAM calculation is a mathematical formula using three factors, the Cost to Construct (CTC), Vehicle Miles Traveled (VMT), and Population (POP). Each year, tribes update their inventories to reflect current transportation needs, which are in turn, ranked against the relative needs of other tribes.

**Expanded Tribal
Role Under
SAFETEA-LU**

Congress enacted the most recent surface transportation act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) on August 10, 2005.

SAFETEA-LU includes eleven titles:

- I Federal aid Highways;
- II Highway Safety;
- III Public Transportation;
- IV Motor Carrier Safety;
- V Research;
- VI Transportation Planning and Project Delivery;
- VII Hazardous Materials Transportation;
- VIII Transportation Discretionary Spending Guarantee;
- IX Rail Transportation;
- X Miscellaneous Provisions; and
- XI Highway Reauthorization and Excise Tax Simplification.

The impact of SAFETEA-LU to tribes is summarized below:

- Indian Reservation Roads Program funding increases to from the current \$275 million to \$450 million in FY 2009.
- Public Lands Highway funding increases from the current \$100 million to \$300 million in FY 2009.
- For the first time, Indian tribes are directly eligible for Federal Transit Authority (FTA) grant funding up to \$15 million in FY 2009.
- The IRR Bridge Program will receive an additional \$14 million each of fiscal year 2005-2009, and these funds will be available for bridge planning and pre-engineering as well as construction activities.
- Indian tribes will be eligible to enter into Indian self-determination contracts and self-governance agreements directly with the US Department of Transportation.
- For the first time, Indian tribes will be eligible to nominate as Scenic Byways roadways under the Tribe's or the Bureau of Indian Affairs (BIA) jurisdiction, without the need to go through the State DOT. Tribes are also eligible for direct Scenic Byway grant funding.
- The legislation limits the BIA's expenditures for its own program management and project administration costs to \$27 million in FY 2009.
- The legislation requires the Secretary of Transportation, in cooperation with the Secretary of Interior to perform a National IRR Program Inventory update within two years and report the findings to Congress.

*15 Indian Tribes,
negotiated historic IRR
Program and funding
agreements with FHWA.
See FLHP's webpage of
Draft Procedures for
Contracting with Tribes:*

[http://flh.fhwa.dot.gov/
/programs/irr/contract
ing.htm](http://flh.fhwa.dot.gov/programs/irr/contracting.htm)

- The legislation authorizes Tribes to use up to 25% of their IRR Program funds for maintenance activities and up to 100% of their IRR funds for road sealing activities.
- The legislation authorizes Tribes to approve their own plans, specification, and estimate (PS&E) packages.
- The legislation requires the BIA to make IRR Program funds available for the "immediate use" of Indian tribes within 30 day after the funds are provided to the Department of Interior.
- The legislation provides an Indian labor preference for construction projects on Indian Reservation Roads (which by federal definition include BIA, tribal, state, and county roads that provide access to or cross Indian reservations and tribal communities).

Source: Attorney Jim Glaze, Sonosky, Chambers, Sachse, Endreson & Perry, LLP, An initial review of the new law published and distributed to tribes by Mr. Glaze.

The Framework for Tribal Transportation Planning

Treaty Rights

"...all Treaties made, or which shall be made, under the Authority of the United States, shall be the supreme Law of the Land..." (excerpt from Article VI, U.S. Constitution)

Treaties define reservation areas and allow tribes the right to harvest foods in "Usual and Accustomed" areas outside of reservation boundaries. Part of the payment by the United States to Indian tribes for the withdrawal from ancestral lands was to reserve for tribes, the right to fish and hunt on these previously held lands. These areas, acknowledged during development of treaties and executive orders, are mapped in a 1896 collection of Charles C. Royce. A set of three maps of Washington State acknowledges the lands given up by the tribes by treaty and executive order. Reserved land (Indian reservations) were part of the payment as well, with title to reservation lands held in trust for tribes by the United States.

The perception of tribes as government wards receiving privileges and payments not available to all citizens is a deeply embedded attitude, and is tedious to counter. If unquestioned, these beliefs, and the lack of knowledge about tribal history and the legal framework of tribal influence, sometimes outweigh the principle that tribes withdrew from ancestral lands in exchange for a reservation of land, and the right to fish and hunt in usual and accustomed areas forever. This dynamic is a common impediment to effective and meaningful consultation between tribes and the agencies working on projects on or near tribal lands.

The outcome of an effective planning process for tribal transportation projects can be a positive exercise in mutual understanding of treaties and strengthen partnerships in stewardship. A good transportation plan will define roles and responsibilities and provide clarity to a tribe's position in relation to the land and politics.

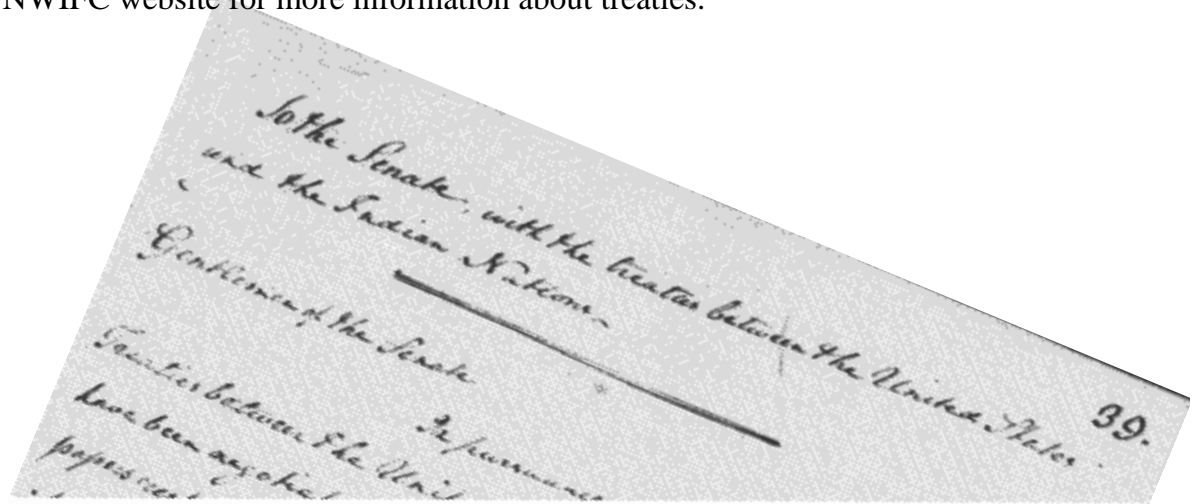
WSDOT currently works with 35 tribes. Twenty-nine are federally recognized with reservation lands in Washington State. Twenty-four tribes have off-reservation fishing rights and hunting privileges established through treaties in several areas. Six tribes are located in the neighboring states of Idaho and Oregon respectively.

In 1871 the procedure for creating Indian reservations by treaty was discontinued by Congress. The new method was to establish Indian reservations by Executive Order, by 1919 only Congress could establish reservations.

WSDOT Environmental and Cultural Resources offices and Tribal Liaisons work together with WSDOT staff, the Tribal Transportation Planning Organization members, and tribes to ensure understanding of tribal treaty rights, influence in relation to tribal lands, and governing treaties, laws and regulations to consider during project delivery.

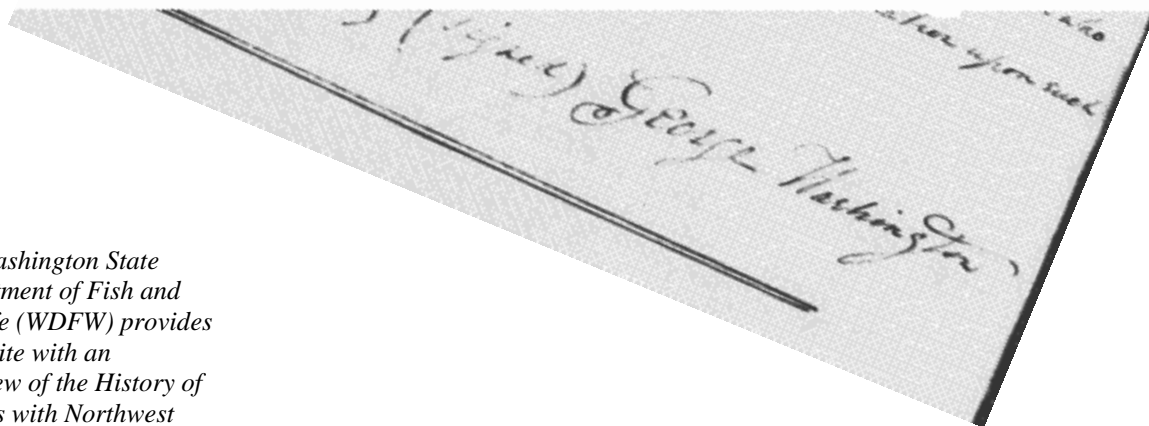


The **Northwest Indian Fisheries Commission (NWIFC)** is a consortium of treaty tribes located in Western Washington. The NWIFC provides technical assistance to treaty tribes on fisheries, shellfish and wildlife programs. Visit the NWIFC website for more information about treaties.



Learn more about Treaty fishing and salmon culture of the Plateau tribes located along the Columbia River:

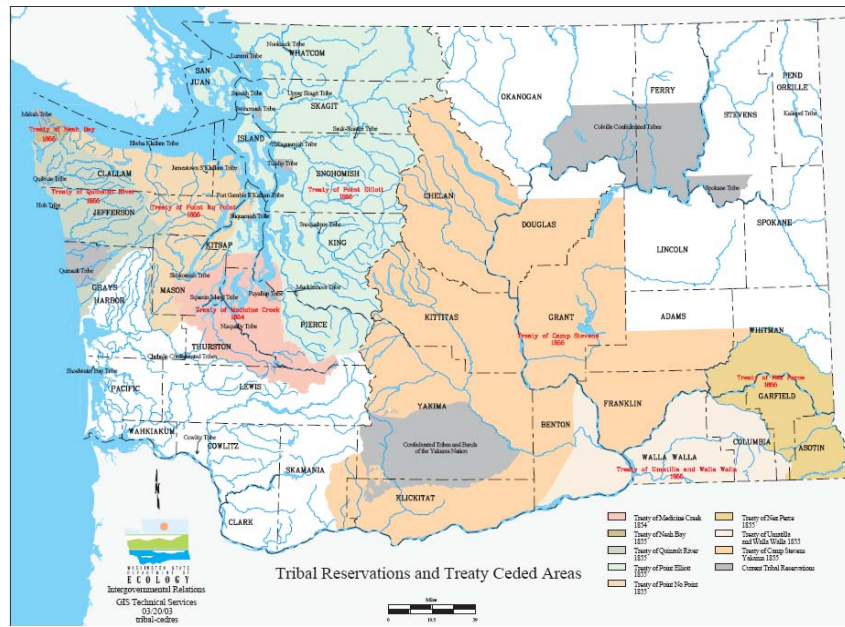
- The **The Columbia River Inter-Tribal Fish Commission (CRITFC)** facilitates technical assistance to Treaty tribes located along the interior Columbia River system for fisheries management.
- The **Upper Columbia United Tribes** is an organization that provides technical assistance and information on fisheries management for tribes located further north along the interior Columbia River system.



The Washington State Department of Fish and Wildlife (WDFW) provides a website with an overview of the History of treaties with Northwest Indian tribes:

[WDFW Treaty History and Interpretation Website](#)
➔

Ceded Lands



Map of Tribal Lands (Ceded lands)

“There were few, if any, areas in the United States which the Indians did not claim.”

Indian Land Cessions in the United States
by Charles C. Royce

“Cession: The ceding or giving up of something”. Ceded land areas establish the basis for tribal interest in land use and development in areas located outside of reservation boundaries. Tribal lands and territories were reduced through conquest, treaty, executive order, and through congressional acts. Treaties outlined the agreements between Indian tribes and the U.S. where tribes withdrew from their lands and in exchange, were granted reserved lands, and in many instances, retained rights and access to the lands ceded to the U.S.

Charles C. Royce Maps of Washington State Land Cession

- A set of 3 maps of Washington State compiled by Charles C. Royce in 1896, indexed by the accompanying [Schedule of Indian Land Cession](#) for Washington State, shows original tribal territories. To understand the complex relationship between the tribes and the state, there must be an understanding of the concepts of cession of ancestral lands, tribal sovereignty and “government-to-government” relations.

Early contact brought conflict and diseases which decimated tribal populations. By the mid 1800s under the Oregon Territory and then the Washington Territory, tribes were forced to sign treaties to “surrender title to their land in return for reservations and a “trust” relationship between tribes and the federal government.

All lands in the state were controlled by tribes, but by 1880 ceded lands officially passed title from tribes to the federal government. Tribes retained “usual and accustomed” rights to fishing, hunting and gathering, and retained limited sovereignty powers in relation to the federal government. The reservations today retain these powers and operate under tribal governments.

Indian Land Tenure

is a non-profit organization that provides a website with information on the history and allotment of tribal lands.



Tribal Transportation History



The history of tribal transportation pre-dates contacts with Europeans when tribes had extensive transportation routes for travel and exchange of goods. For many tribes the history of tribal transportation begins with the trails of the animals, which became the trails the tribes used.

Some tribes considered these trails a gift from the animals. In the Pacific Northwest, much of the transportation, including inland areas, was not land-based but used canoes and boats on the water. Along the coastal areas and within the Puget Sound, tribal villages were constructed around access to beaches,

and tribes had complex systems of navigation in the ocean and sounds, regularly traveling over several hundred miles in ocean going vessels. Water transportation was also a critical means for travel by inland tribes, for travel along the Columbia, Snake and other major rivers and lakes, and for river crossings.

These transportation systems were linkages for exchange of goods, particularly linked to key tribal wealth or resources at specific locations—fishing grounds, shellfish areas, areas for roots and berries, linked to tribal settlements. Tribes had great wealth in terms of fish and natural resource areas, which were linked by transportation systems for each tribal economy and for exchange among tribes. The entry of the horse into the region, particularly for tribes located east of the Cascades, greatly increased mobility and effectiveness of participation in bison hunts to the East, and furthered exchange.



*Historical Photo of
Colville tribal member
on horseback*

Tribal Transportation History Since 1993

Prior to the Intermodal Surface Transportation Efficiency Act (ISTEA) tribal transportation was carried out under the direction of the Bureau of Indian Affairs (BIA). ISTEA was instrumental in broadening the focus on all transportation programs in the nation away from “just” highways. Additional program areas included recognition of other transportation systems (intermodal).



For tribes, ISTEA expanded the role of tribal governments in controlling their transportation programs under the Indian Reservation Roads (IRR) Program. Enhancement and the 2% “set aside” for transportation planning; made tribes eligible for funding under most federal transportation programs administered by the States.

States were to involve tribes in all aspects of transportation planning and programs, IRR BIA funding became eligible as part of the “local match” requirement for some federal funding programs. Subsequent legislation has expanded all transportation funding, including the IRR BIA funds, and has continued to expand the role of tribes in the control of IRR transportation programs, and in collaboration and consultation with states.

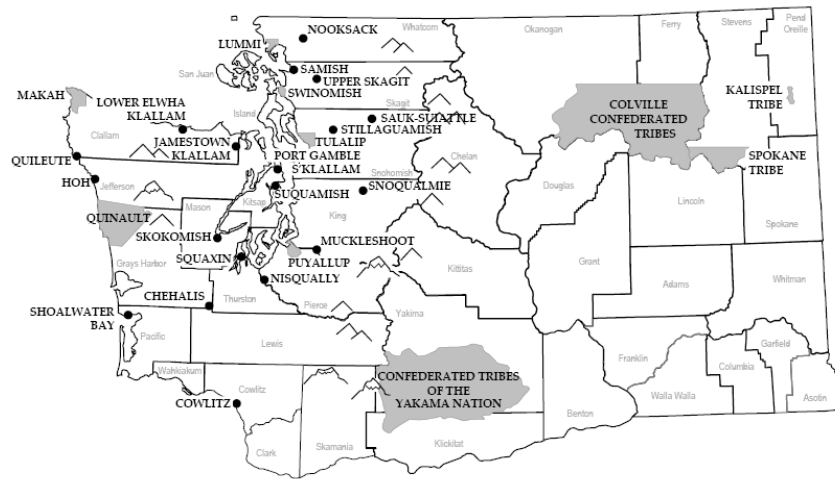
The Tribes of the Pacific Northwest have had great impact upon all of these changes in transportation, and have actively raised tribal transportation needs and issues as part of the federal legislation. [The Affiliated Tribes of Northwest Indians \(ATNI\)](#), a regional tribal organization, led national tribal involvement in tribal transportation, from input on the development of ISTEA and subsequent legislation, to active engagement with all levels of government that could help address tribal transportation needs.

The first modern “comprehensive” assessment of tribal transportation needs was a Transportation Research Board (TRB) convened conference in Poulsen, Montana, in 1993 co-sponsored by ATNI. All tribes in the nation, all federal agencies and programs involved in tribal transportation, and state governments were invited to participate. A [conference report](#) is available from the TRB Library.

Read [“ISTEA’s Tribal Technical Assistance Program Legacy”](#) at FHWA’s Public Roads Website.

*2007 Canoe Journey
Photo Courtesy of
Washington State Ferries.*

FEDERALLY RECOGNIZED TRIBES OF WASHINGTON STATE



American Indian Reservations in Washington State

American Indian demographic data is difficult to identify, and because of different purposes in identification of American Indians, there is often considerable variation in data. The Office of Financial Management (OFM) in Washington State is responsible for demographic data across the state. OFM reports include summary tables and maps on American Indian population and related information based upon the national census data.

American Indian Population

American Indian reservations comprise of 3,355,840 acres, approximately 7.9% of state lands. Those reservations vary greatly in size and population, and in their relation to natural resources, urban centers, and roads. To better demonstrate the relations of American Indian population and reservation lands within the state, a series of GIS maps were produced for this report.



American Indian Reservation Population

Census 2000 Data illustrates population on reservations by variably sized pie charts, and each pie chart indicates the percent of American Indian/Alaskan Native population to the total. The map also includes the major transportation routes within the state.



American Indian/Alaskan Native Population by County

2000 Census provides data from SF-3 Census Files to display the American Indian/Alaskan Native population within each county, and the total for the state.

The US Census Bureau provides basic demographic data for American Indians in the 2000 Census. Although it is recognized for undercounting American Indian population, despite major efforts for accuracy of counts, this data remains the best data available.

OFM indicates that Recognized American Indian reservations comprise 5,243.3 square miles, or 7.9% of all land within Washington State, ranging from tribes which have less than an acre of land to the two largest tribes, the Yakama and Colville Confederated Tribes which each have over 2,000 square miles of land.

The *Federally Recognized American Indian Reservations and Trust Lands* [table from OFM](#) indicated population density for the state in 2000 was 88.57 persons per square mile, while on reservations the density was 5.2 persons per square mile, reflecting generally very rural settlement despite some reservations in or near metropolitan areas.

There were a total of 62,008 housing units and 150,092 people living on reservation lands in 2000, including 27,150 American Indian/Alaskan Natives. Total American Indian and Alaskan Native Population in 2000 was 93,301.

Reservation populations within this data reflect some unique factors. The two largest tribes by population—Puyallup and Samish—are located within urban areas and have large reservation boundaries which include lands not owned by the tribes, but occupied by non-Indians. Puyallup has 41,341 persons within the reservation boundaries, but only 1,327 American Indian/Alaskan Natives. The Samish reservation had 33,265 residents within the reservation boundaries, but 318 American Indian/Alaskan Native residents. The largest American Indian/Alaskan Native populations are Yakama (7,411), Colville (4,528), Lummi (2,114), and Tulalip (2,079). Five tribes had between 1,000 and 2,000 American Indian/Alaskan Native residents (Makah, Muckleshoot, Puyallup, Quinault, Spokane), while the remainder had from 2 to 617 American Indian/Alaskan Native residents.

Census 2000 Information

The U.S. Census Bureau identified a total of 26,331 American Indians/Alaskan Natives living on reservations in the state of Washington in 2000. The Census Bureau relies upon self-identification, and typically undercounts American Indians/Alaskan Natives. This population spreadsheet includes data from two sources. The first set of data comes from the United States Census Bureau and reflects population data for the year 2000. The second set of data comes from the Indian Reservation Roads Program and represents the number of American Indians who live on reservations or a surrounding service area to each reservation in 2007.

The chart presents census data for both the total population and the total American Indian population living on the reservation. The percentage of American Indian to non-American Indian populations living on a particular reservation varies from 97.7% to 1.2%. On a few of the particularly urban reservations, the percentage of American Indians is very low. The Puyallup reservation and the Samish reservation stand out with low percentages of 3.3% and 1.2% respectively. In contrast, the Quileute and the Kalispel reservations have very high percentages of American Indians but a low overall population number. On average, 53.5% of people living on reservations in Washington State are American Indian.

Tribal Reservation Population Statistics for Washington State				
Geography	Total Population Census 2000	Total American Indian and Alaska Native Census 2000	Percentage American Indians	Total Am Ind Population: IRR Program Population- Formula 2007
Chehalis Reservation	661	373	56.4%	459
Colville Reservation	7,598	4,479	58.9%	5,096
Cowlitz Reservation	--	--	--	--
Hoh Reservation	100	69	69.0%	228
Jamestown S'Klallam Reservation	24	5	20.8%	1,066
Kalispel Reservation	177	173	97.7%	195
Lower Elwha Reservation	375	256	68.3%	1,968
Lummi Reservation	4,193	2,028	48.4%	7,778
Makah Reservation	1,356	1,076	79.4%	1,251
Muckleshoot Reservation	3,605	1,029	28.5%	1,188
Nisqually Reservation	591	314	53.1%	1,050
Nooksack Reservation	562	348	61.9%	3,074
Port Gamble Reservation	698	461	66.0%	1,968
Puyallup Reservation	41,402	1,386	3.3%	6,290
Quileute Reservation,	364	302	83.0%	353
Quinault Reservation	1,370	1,023	74.7%	4,908
Samish TDSA	33,083	382	1.2%	1,352
Sauk-Suiattle Reservation	56	41	73.2%	304
Shoalwater Bay Reservation	63	43	68.3%	474
Skokomish Reservation	704	518	73.6%	1,690
Snoqualmie	--	--	--	--
Spokane Reservation	2,004	1,535	76.6%	1,708
Squaxin Island Reservation	445	325	73.0%	364
Stillaguamish Reservation	101	78	77.2%	1,726
Suquamish Reservation	6,537	503	7.7%	--
Swinomish Reservation	2,664	611	22.9%	705
Tulalip Reservation	9,246	1,875	20.3%	2,522
Upper Skagit Reservation	234	139	59.4%	863
Yakama Reservation	31,731	6,959	21.9%	8,834
Total	149,944	26,331	17.6%	57,414

The Indian Reservation Roads Program Formula calculated the 2007 regional demand by American Indians living on or near reservations in Washington State. This number exceeds the number living on reservations in 2000 and recognized the reservation population plus those within commuting distance. For example, only five American Indians lived on the Jamestown S’Klallam Reservation according to the 2000 census but, over 1000 American Indians who reside on or near the reservation in 2007 will use the roads.

Tribal Road Miles According to the BIA, 2007

Roads in Miles	<u>State</u>	<u>County and Local</u>	<u>BIA</u>	<u>Tribal/O ther</u>	<u>Total</u>	Notes
Tribes in Washington						
Chehalis	24.8	20.9	2.4	4.7	52.8	
Colville	194.5	707.9	980.3	0	1,882.8	
Cowlitz	52.6	80.7	0	.3	133.6	
Hoh	0	1.9	2.4	.1	4.4	
Jamestown S’Klallam	53.0	24.7	6.6	1.3	85.6	
Kalispel	69.9	55.3	26.5	.5	152.2	<--U.S. Forest Service Included in State Data
Lower Elwha	5.4	18.1	24.4	2.5	50.4	
Lummi	1.5	100.6	16.1	0	118.2	
Makah	23.0	0	67.1	6.8	96.9	
Muckleshoot	19.5	10.0	6.5	1.7	37.8	
Nisqually	13.0	14.7	10.8	0	38.5	<--BIA/Tribal combined
NookSack	16.6	15.4	12.7	0	44.7	
Port Gamble S’Klallam	19.5	8.9	7.8	0	36.2	
Puyallup	0	0	.7	0	.7	
Quileute	152.7	30.5	20.2	2.0	205.4	<--National Park Service Included in State Data
Quinault	82.7	17.8	71.5	11.9	183.9	<--National Park and U.S. Forest Included in State Data
Samish	.5	7.9	1.5	10.0	19.4	
Sauk-Suiattle	36.4	4.8	9.6	0	50.8	<--U.S. Forest Service Included in State Data
Shoalwater	10.9	3.9	7.8	.2	22.8	
Skokomish	21.1	1.4	3.9	3.1	29.5	
Snoqualmie					0	
Spokane	63.9	30.6	256.4	0	351.0	
Squaxin Island	34.3	41.5	4.4	0	80.2	
Stillaguamish	23.7	9.8	.3	1.0	34.8	
Suquamish	12.3	31.5	.7	2.0	46.5	
Swinomish	7.5	20.6	2.6	4.7	35.5	
Tulalip	4.9	78.5	.7	13.2	97.3	
Upper Skagit	1.2	8.6	.4	2.6	13.0	
Yakama	462.5	502.3	150.6	0	1,115.4	

Tribal Data Report, 2005

Tribal Data Report.pdf

Table 1: Tribal Transportation Database Project STATEWIDE SUMMARY Road Mileage by Tribe and Jurisdiction							
#	TRIBE	State	County	Local	BIA	Tribal	MILEAGE
1	Chehalis	24.86	20.60	0.30	2.40	0.20	52.86
2	Colville	194.54	707.98	-	980.35	-	1,882.87
3	Cowlitz	52.60	68.49	12.30	-	0.30	133.69
4	Hoh	-	1.90	-	2.40	0.10	4.40
5	Jamestown S'Klallam	53.00	24.70	6.65	-	1.30	85.65
6	Kalispel	63.30	55.10	0.20	26.50	0.50	152.20
7	Lower Elwha	5.40	18.10	-	24.40	2.50	50.40
8	Lummi	1.50	100.60	-	16.10	-	118.20
9	Makah	23.00	-	-	67.12	6.80	96.92
10	Muckleshoot	19.52	5.75	4.25	6.55	1.75	37.82
11	Nisqually	13.07	14.70	-	10.80	-	38.57
12	Nooksack	16.60	15.45	-	12.7	-	44.75
13	Port Gamble S'Klallam	19.51	8.90	-	7.80	-	36.21
14	Puyallup	-	-	0.70	-	-	0.70
15	Quileute	151.30	30.50	-	20.20	2.00	205.40
16	Quinault	72.20	17.80	-	71.50	11.9	183.90
17	Samish	0.06	7.90	-	1.50	1.50	19.46
18	Sauk-Suiattle	18.34	4.80	-	9.64	-	50.88
19	Shoalwater	10.90	3.90	-	7.80	0.10	22.80
20	Skokomish	21.10	1.40	-	3.90	3.10	29.50
21	Snoqualmie	-	-	-	-	-	0.00
22	Spokane	63.75	30.65	-	256.40	-	350.80
23	Squaxin Island	34.30	41.50	-	4.40	-	80.20
24	Stillaguamish	23.72	9.85	-	0.30	1.00	34.87
25	Suquamish	12.34	31.55	-	0.70	1.10	46.59
26	Swinomish	7.50	20.64	-	2.68	4.78	35.60
27	Tulalip	4.90	78.57	-	0.70	13.20	97.37
28	Upper Skagit	1.21	8.68	-	0.49	2.66	13.04
29	Yakama	462.55	502.33	-	150.60	-	1,115.48
TOTAL MILEAGE		1,371.07	1,832.34	24.40	1,687.93	54.79	5,021.13

Tribal Transportation Context Maps

These maps display the relationships between reservation boundaries and Washington State Highways, DOT regions. The final map illustrates with a pie chart the latest Inventory data for Washington State Tribes compiled in the Tribal Data Report, 2005, prepared by the Tribal Liaison Office.



The Indian Reservation Roads (IRR) system includes BIA roads, tribal roads, federal, state, county, and local roads, and other roads. There are over 5,000 miles of IRR roads within the state, with the largest ownership categories listed as county, BIA, and state. (see Table 1) Tribal Data Report 2005.



The final map presents the most recent total IRR road mileage from above, plus the latest census data for American Indians which is being used by the IRR-BIA in their formulas to calculate transportation funding to tribes. This data is based not only on reservation population, but population of American Indians/Alaskan Natives from the areas immediately surrounding each reservation. This number represents a reservation-based “service area” population for each reservation, and was determined through the IRR-BIA Negotiated Rule-making process.



Undertakings on Tribal Lands

Section 106 of the National Historic Preservation Act

- If a tribe attaches cultural or religious significance to an undertaking, Section 106 of the National Historic Preservation Act, **Governor's Executive Order 05-05**, and the **WSDOT Centennial Accord Plan** outline when and how the Washington State Department of Transportation (WSDOT) must consult with tribes. Section 106 consultation procedures are required for all federally-funded (or permitted) projects. The process and requirements of Governor's Executive Order 05-05 covers state-funded projects. Washington State has a rich tribal history, almost any construction site has cultural significance so tribal interests are frequently considered. Tribes therefore have twin transportation objectives:
- The first tied to traditional practices and tribal lands and protection of plants, wildlife, archeological and historical artifacts, and
- The second to economics, community development, safety, and improvement of reservation transportation facilities and services.



WSDOT Cultural Resources

- WSDOT Cultural Resources provides technical assistance on Section 106 and Governor's Executive Order 05-05 compliance.

Programmatic Agreement Implementing Section 106

- WSDOT signed a programmatic agreement with the State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation, and FHWA to implement procedures for Section 106 compliance.

Unanticipated Discovery Plan

- WSDOT Cultural Resources provides a template for a UDP, download it from this [link](#).

Model Comprehensive Tribal Consultation Process for NEPA

- The WSDOT Environmental Office has released a model for NEPA consultation with templates for implementation, and a current summary of adjudicated off-reservation Usual and Accustomed Fishing Areas for Treaty Tribes located in Western Washington State.

Department of Archaeology Historic Preservation Archaeology Laws

- The Washington State Department of Archaeology & Historic Preservation maintains a comprehensive list of federal and state cultural resource laws.

Photo above: WSDOT Archaeologist Dean Weaver during a Cultural Resources Survey with help from Melanie Vance of WSDOT Environmental Services WSDOT, Eastern Region file photo.

The Importance of Planning

Transportation planning identifies problems and solutions early in the project delivery process to provide meaningful and realistic options for decision-makers to make wise investments. Transportation is a key indicator of the economic vitality of a community, if transportation issues are not addressed quality of life is affected.

Unsafe or impassable roads, traffic congestion, lack of public transportation, have impacts to those who seek jobs, attend schools, or must have access to health care. Transportation planning enables communities to identify broad goals to address these needs through informed decision-making. The multimodal strategies for achieving these goals can address current and future land use, economic development, travel demand, public safety, health, and social needs among others.

An effective planning process will reflect current challenges and trends, and include strategies and timing of solutions to address realistic community needs for all modes of transportation. An effective planning process eliminates duplication of work, and is useful in developing a vision for the future economies of communities.

According to 25 CFR 170.400: *“The purpose of transportation planning is to fulfill goals by developing strategies to meet transportation needs. These strategies address current and future land use, economic development, traffic demand, public safety, health, and social needs.”*

Key Aspects to Tribal Transportation Planning



Road Conditions and Funding Challenges

In Indian Country¹, seventy-six percent of roads on the IRR Inventory are unpaved, twenty-four percent are paved, and approximately 19 percent of IRR bridges are classified as deficient. Estimates show that less than \$500 is spent per road mile for Indian Reservation Roads compared to \$4000 to \$5000 per road mile spent by States.* The underfunded system, the high percentage of unpaved roads, and complexities of transportation projects, require an innovative and creative approach in planning and programming. Tribal lands are a mix of fee, allotted, and tribal trust lands, and right of way records are complex and sometimes incomplete.

Conditions and Performance Report of the Transportation System Serving Federal and Indian Lands

- This report contains more details on the condition of the Indian Reservation Roads system.

Limited funding is available for transportation maintenance and projects. Transportation planning helps to target this limited funding to those projects that benefit the most people. The tribal transportation plan is a tool to portray transportation needs to potential funding sources. An effective transportation plan includes the input of the community, and provides clear and achievable options to guide decision-makers. Ideally, funding solutions presented should be realistic and achievable, and the timing of options should take advantage of available opportunities.

¹ ..the term “Indian country,” originates at 18 U.S.C. §1151.

The creation of Indian reservations has not been standard, some reservations are established by treaty, some by Executive Order, and others by acts of Congress. The complexities of tribal land tenure, jurisdictional issues, and a tribe's position in the economic and political environments are what make tribal transportation planning a challenging and specialized field.

**Source: "Transportation Issues in Indian Country, U.S. Senate Committee on Indian Affairs, July 12, 1907.*

Tribal Transportation planning takes a unique approach to the traditional planning process by setting community goals specific to a tribe's ancestral lands, unique culture, and circumstances.

The development of options and recommendations in a tribal transportation plan considers the usual natural, built and social environments under an overlay of guiding cultural and environmental values. Elected Tribal Council and tribal community members who base decisions about the future on a developed plan may expect to see these values incorporated into the document.

Tribal Values

Tribal communities expect that their own patterns of travel and movement, their own pace of life, that of wildlife, and sometimes undisclosed, pathways and culture, will provide guidance for plans and projects on tribal lands. Tribal transportation plans must maintain cultural integrity, and consider environmental quality within themes of preservation and protection of ancestral lands, and the right of tribal members to live and travel to these places regardless of accessibility.

Traditional transportation planning explores the future and studies the connections to current conditions. The tribal transportation planning process strongly recognizes the past--both historic and prehistoric. Consultation with tribal elders and historians, consideration for ancestors (what were their priorities), treaty issues and cultural resource consideration provide the background along with the traditional data and

statistics. Tribal transportation plans embody a tribe's intent to respect traditional ways, to travel openly and safely across tribal lands in a respectful manner, and address the need to protect and preserve undisclosed areas.



Photo of Bronze sculpture of women digging roots. Sculpture by Smoker Marchand. WSDOT file photo.

Tribal Transportation Challenges

In 2004, the Tribal Transportation Planning Organization identified the following long-term challenges for tribal transportation planning, in no particular order they are:

1. High crash rates on reservation roads, attributable to many factors, including poor road design and condition;
2. Inadequate funding, and an overwhelming multiplicity of funding sources and application procedures;
3. Incomplete transportation data on crashes, traffic counts and other, combined with multiple jurisdictional involvement in data collection and analysis;
4. Lack of adequate reservation transportation planning staffing to pursue all funding possibilities and interact with all potential partners;
5. Geographic isolation and remote locations of transportation facilities and roads on or near Indian reservations is a barrier to efficient and cost-effective delivery by providers of fire, safety, maintenance, and public transit.
6. Incomplete Indian Reservation Road Inventories, and the challenges of meeting complex BIA rules and regulations for update of the inventory.
7. Inequities in implementing IRR Funding brought about by changes in the regulations.
8. Outdated tribal Transportation Improvement Programs (TIPs) that no longer reflect current priorities and needs of tribal communities.
9. Historical frictions with local governments to form partnerships and collaborate on regional transportation projects.
10. The need for funding that is consistent and adequate. A dwindling federal budget, with an appropriation for the Indian Reservation Roads (IRR) Program that falls short of actual needs on reservations.

These challenges highlight the need for a coordinated effort to improve tribal transportation systems between tribes, federal, state, and local agencies. Effective planning requires that tribes manage partnerships with FHWA/Federal Lands Highway IRR Program for construction, and the Department of Interior/BIA for road maintenance, and with state and local agencies to share responsibility.

Washington tribes led a process of enhancing the mechanisms for communication with Washington State government and the Washington State Department of Transportation (WSDOT). The results of several conferences and many dialogs include:

State Dialogues

- 1989 The **Centennial Accord** acknowledges tribal sovereignty and government-to-government relationship with the State of Washington
- 1995 Tribal Handbook is published based on ISTEA
- 1999 WSDOT adopts the Centennial Accord guidelines and **The Millenium Agreement** reaffirms the original Centennial Accord principles
- 2001 WSDOT creates the **Tribal Liaison** position
- 2002 WSDOT develops and adopts **Executive Order 1025** on Tribal Consultation and The Washington Transportation Commission adopts the WSDOT Centennial Accord Plan and Executive Order 1025
- 2003 **The Tribal Transportation Planning Organization (TTPO)** becomes official
- 2004 The TTPO releases results of a tribal transportation needs survey that identifies the many challenges faced by tribes in Washington State to address transportation issues
- 2004 The TTPO and WSDOT release an update of the Transportation Guide for Indian Tribal Governments
- 2004 Governor Gary Locke signs the out-of-state Centennial Accord to include neighboring tribes with treaty rights and interest in Washington State lands
- 2005 Governor Chris Gregoire signs **proclamation re-affirming the Centennial Accord**, the out of state Accord, and Millenium Agreement and re-affirms the State's commitment to government-to-government relationship with tribes
- 2005 Governor Chris Gregoire signs **Executive Order 05-05** requiring Cultural impact review of capital projects not undergoing National Historic Preservation Act Section 106 review (projects built with state funds)
- 2005 The TTPO releases results of a tribal transportation database project that identifies the gap between actual Indian Reservation Road miles vs. the official BIA IRR Inventory
- 2009 Secretary of Transportation Paula Hammond reaffirms through **EO 1025.01**, the commitment of WSDOT to recognize tribal sovereignty and to work with tribes on a government-to-government basis.



*Rep. John McCoy 38th
Legislative District,
member of Tulalip
Tribes, Tribal/State
Transportation
Conference,
Leavenworth, WA,
October 27-30, 2008.*

Tribal Relations in Washington State

State and Tribal Commitment

The State of Washington has been diligent in seeking positive relations with the tribal governments within its boundaries, and the tribes have sought to establish positive relations with the state. The Tribes and the State have taken very “progressive” attitudes, and the success of initial meetings and conferences has continued to build and expand.

The State of Washington was one of the first states to hold a State/Tribal Transportation Conference in the fall of 1993. The Washington State Department of Transportation (WSDOT) described the agency’s programs and operations, and tribes described their transportation needs, issues, and interests in working with the state. From that first meeting, strategic action committees were formed around the key needs/issues. The tribes set these priorities for working with the state:



1. Maintain positive relations by establishing annual State/Tribal conferences in which Washington DOT and the tribes within the state set an active program of sessions and strategic committees to produce action on critical topics discussed at each annual conference.
2. Develop a State/Tribe Guidebook to list state programs and describe how tribes could participate in those programs.
3. Create a state/tribal liaison office within WSDOT to support tribal transportation needs and issues staffed by a tribal member.
4. Create a Tribal equivalent of a Rural Transportation Planning Organization (RTPO) to provide tribes mechanisms to set their transportation priorities and work closely with the state.
5. Obtain funding to support tribal transportation staff needs to interface with state tribal transportation programs.

Photo: The Tribal Transportation Planning Organization quarterly meeting in Leavenworth, Washington, October 27, 2009 with Secretary of Transportation Paula Hammond.

Government-to-Government

Governor's Leadership

Governor's Accord and Proclamation

- Building on the positive goals of federal Indian policy, the Governor's office of the State of Washington established a similar "government-to-government" structure within the executive office in relation to tribes, the Centennial Accord. Governor Chris Gregoire signed a **Proclamation** on April 28, 2005 reaffirming the government to government relationship between the State of Washington and Federally-recognized tribes.



Centennial Accord Plan

- This Accord dated August 4, 1989, is executed between the federally recognized Indian tribes of Washington signatory to this Accord and the State of Washington, through its governor, in order to better achieve mutual goals through an improved relationship between their sovereign governments. This Accord provides a framework for that government-

to-government relationship and implementation procedures to assure execution of that relationship.

Each year the Governor convenes a meeting with the twenty-nine Federally-recognized tribes in Washington to review the tribal activities and programs of State agencies and to provide a forum for the tribes to discuss issues with the Governor directly. The **Centennial Accord Agency Highlights** is an annual publication that summarizes the state's work towards meeting the principles of the Centennial Accord and provides information on the various tribal programs and initiatives offered by state agencies.



The Governor's Office of Indian Affairs (GOIA)

- This office offers strong support and provides research and resources to support positive interactions between the State of Washington and 29 recognized tribes. They also offer courses on state/tribal relations and work closely with WSDOT and the Tribal Liaison Office.

*Photo: Rebecca George (Jamestown S'Klallam Tribe) and Craig Bill (Swinomish), Governor's Office of Indian Affairs
Photo Courtesy of Michael Cardwell*

WSDOT'S Pledge

"We extend these services and commitments to include Tribal Nations who have not signed the Centennial Accord, preferring to hold to the original treaties of 1854/55 that assured respectful government-to-government relations."

*Paula Hammond,
Washington State Secretary
of Transportation*

WSDOT Centennial Accord Plan (pdf 5 mb)

- The WSDOT Centennial Accord Plan was created in accordance with the 1989 Centennial Accord and the 1999 Centennial Accord Implementation Guidelines. The Centennial Accord mandated that each state agency must have a procedure to implement effective government-to-government relations.

The WSDOT Centennial Accord Plan includes WSDOT Executive Order E 1025.00, the formal WSDOT Tribal Consultation Policy and overall guidance for agency interactions with tribes. The plan includes a Dispute Resolution Policy and detailed descriptions of the programs, services, and funding each of the WSDOT divisions and offices offer to the tribes. In keeping with the Centennial Accord Implementation Guidelines, WSDOT evaluates and updates the Plan annually.

The Millennium Agreement

- In 1999, Governor Gary Locke and then Attorney General Christine Gregoire met with tribal chairs in Leavenworth, WA to re-affirm the principles of the Centennial Accord and to strength the relationship between the State of Washington and tribes.

The opening preamble of the Millenium Agreement reads:

"The work of the 1999 Tribal and State Leaders' Summit will be the foundation upon which our children will build. A stronger foundation for tribal/state relations is needed to enable us to work together to preserve and protect our natural resources and to provide economic vitality, educational opportunities, social services and law enforcement that allow the governments to protect, serve and enhance their communities."

WSDOT Tribal Liaison Office

- The Washington State Tribal Liaison Office within WSDOT was created in 2003 to support and promote collaboration and consultation between the 29 federally recognized tribal governments within the state and the WSDOT. The program now extends to include Tribal Liaisons in WSDOT's Eastern Region and at the Washington State Ferries.

Executive Order Number: E 1025.00 (pdf 64 kb)

- WSDOT Executive Order E 1025.00, establishes the commitment of Washington State Department of Transportation (WSDOT) employees to provide consistent and equitable standards for working with the various tribes across the state, and flexibility in recognition that each federally recognized tribe is a distinctly sovereign nation. The goal is to create durable intergovernmental relationships that promote coordinated transportation partnerships in service to all of our citizens.

Government to Government Success

Washington State has fully accomplished or made strong progress in the government-to-government relationship with tribes. This year (2008) the 15th Annual Tribal/State Conference was held, and the Tribal Transportation Planning Organization (TTPO) now brings tribes together within the state under the TTPO Board, coordinated by a WSDOT TTPO Coordinator. Critical milestones in State and Tribal Relationships include:



1. Participation and Leadership in Annual Tribal/State Transportation Conferences organized through the Transportation Committee of the Affiliated Tribes of Northwest Indians, which includes all Washington Tribes. The first state/tribal conference was held in Olympia in December, 1993, and the most recent, in Spring 2007, was the 14th Annual Tribal/State Conference convened by this organization and supported by the Northwest Tribal Technical Assistance Program (TTAP) and the WSDOT Tribal/State Liaison Office.
2. Creation of the [Transportation Guide for Indian Tribal Governments](#) (pdf 607 kb). A report developed by WSDOT, tribes and the NW TTAP, was published in 1995. This was the first such guide in the nation, and it received national acclaim. Over 5,000 copies were printed and distributed since its initial publication. The Guide was updated in 2004, and is updated for republication in 2007 through this report.
3. Creation of the Tribal/State Transportation Liaison Office
4. Creation in December of 2003 of a Tribal Transportation Planning Organization (TTPO) recognized by WSDOT as a mechanism for on-going communication with tribes. WSDOT provides funding and provides half-time position to support the TTPO. The statewide TTPO organization meets quarterly to discuss tribal transportation issues.
5. Established bi-annual Tribal Transportation Conferences in which tribes and tribal leaders meet with WSDOT staff.

Photo: WA State Senator Claudia Kauffman (Nez Perce), 47th Legislative District Representative with Executive Director of the Governor's Office of Indian Affairs, Craig Bill in foreground. Photo courtesy of Michael Cardwell

Tribal Transportation Needs Recognized



Tribal Transportation Planning Organization (TTPO)

- Tribes in Washington share a vision with WSDOT of an effective and safe transportation system that maintains quality of life. This vision led to the creation in 2003 of the Tribal Transportation Planning Organization (TTPO). The TTPO's focus is to improve Tribal planning and programming activity through enhanced coordination with tribal, federal, state, and local governments. Research and data collection are also primary functions of the TTPO.

A key question during a TTPO-sponsored 2004 tribal transportation needs survey asked "Who are the tribal transportation planners?" The TTPO and WSDOT Tribal Liaison office sponsored the needs study in 2004 to profile tribal transportation planners, programs and their staffs and promote understanding to build stronger relations between tribes and WSDOT.

The survey also found agreement with research trends and traffic safety experts that there are many contributing factors leading to the high rate of mortality and permanent disability due to motor vehicle accidents on the reservations.

Photo: January 23, 2008, Mike Iyall, Cowlitz Tribal Vice-Chairman addresses the TTPO with Cowlitz Tribal Drum Group in background.

Presidential Leadership and Formal Recognition



President Bush hosts then President-Elect Obama, and former Presidents Bush, Clinton, and Carter. January 7, 2009. Photo courtesy of the George W. Bush Presidential Library.

The Federal Model

The complex structure of each individual tribe or sovereign nation is recognized through federal administrative guidelines to recognize tribal sovereignty yet enable federal agencies to work with tribes. This structure is called “government-to-government” relations. Each President recognizes the government-to-government relationship and reaffirms this through Memoranda, Executive Order, or Policy.

President Reagan’s American Indian Policy (pdf 55 kb).

- On January 24, 1983, President Ronald Reagan issued an American Indian policy statement which reaffirmed the government-to-government relationship of Indian tribes with the United States; expressed the primary role of tribal governments in reservation affairs; and called for special efforts to develop reservation economies. The President’s policy expanded and developed the 1970s national Indian policy of self-determination for Indian tribes.

President Clinton’s Executive Order 13175 (EO 13175) and Executive Order 13007 (EO 13007), Indian Sacred Sites.

- In November of 2000, President Bill Clinton signed *Executive Order 13175 – Consultation and Coordination With Indian Tribal Governments* to establish regular and meaningful consultation and collaboration with tribal governments, and to reduce the imposition of unfunded mandates upon Indian tribes. This Executive Order remains active and is the guiding authority for the federal government on tribal consultation. On May 24, 1996, President Clinton signed **EO 13007, Indian Sacred Sites**.

President George W. Bush’s Executive Order 13336 American Indian and Alaska Native Education

- President Bush issued this Executive Order to reaffirm and recognize tribal sovereignty and self-determination to support Indian Education initiatives. He also affirmed the government-to-government relationship in September of 2004 in his **Memorandum for Heads of Executive Agencies on Government-to-Government Relationship with Tribal Governments**.

President Obama's Commitment.

- President Barack Obama appointed the first Native American to oversee tribal issues in the **Office of Intergovernmental Affairs**. On June 15, 2009, President Obama appointed an American Indian woman to his **Domestic Policy Council** as Senior Policy Advisor for Native American affairs, to advise the President on issues impacting Indian Country. President Obama has appointed several Native Americans in senior positions within his administration and has committed to re-organizing the federal government's relationship to tribes, reaffirming tribal sovereignty, and the government-to-government relationship.

Department of Transportation's Programs, Policies and Procedures Affecting American Indians, Alaska Natives and Tribes

- Affirmed in treaties, Supreme Court decisions, and executive orders, the FHWA has a government-to-government relationship with Indian Tribal Governments and requires that the FHWA and other Federal agencies consult with Tribes regarding policy and regulatory matters.

Additionally, 23 USC 134 and 23 USC 135 establish consultation requirements with tribes through the Statewide and Metropolitan planning and programming processes. With the utmost respect for tribal sovereignty, the FHWA is committed to building more effective day-to-day working relationships among the Federal government, State Departments of Transportation, Metropolitan Planning Organizations, local governments, and Indian Tribal Governments.

The FHWA **Tribal Transportation Planning** website will be frequently updated with relevant statutory and regulatory information, guidance, case studies as well as links to other pertinent websites.

For additional information on Tribal Transportation Planning, please contact:

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How Washington Does Transportation Planning

**The Washington
Transportation Plan
(WTP)**



The **Washington Transportation Commission (WTC)** adopts an update of the **Washington Transportation Plan (WTP)**, a multi-modal plan for all state-owned transportation facilities every 4-6 years. See the most recent version of the WTP online:

<http://www.wsdot.wa.gov/planning/wtp/default.htm>

The WTP identifies five policy goals, established in state law (RCW 47.01.078), to guide the development of transportation plans in Washington State, they are:

Guiding Principles

- *Preservation*
- *Safety*
- *Mobility*
- *Environment*
- *Stewardship*

To achieve the five policy goals, the Washington State Department of Transportation (WSDOT) has seven duties, identified in legislation. The five policy goals and seven duties set the framework for all planning studies.

1. Maintain an inventory of the condition of structures and corridors in most urgent need of retrofit or rehabilitation;
2. Develop long-term financing tools that reliably provide ongoing maintenance and preservation of the transportation infrastructure;
3. Balance system safety and convenience through all phases of a project to safely, reliably, and efficiently provide mobility to people and goods;
4. Develop strategies to gradually reduce the per capita vehicle miles traveled based on consideration of a range of reduction methods;
5. Consider efficiency tools, including high occupancy vehicle and high occupancy-toll lanes, corridor-specific and system-wide pricing strategies, active traffic management, commute trip reduction, and other traffic demand management tools;
6. Promote integrated multimodal planning; and
7. Consider engineers and architects to design environmentally sustainable, context-sensitive transportation systems.

The Washington State Process

WSDOT oversees the development, update, and implementation of the WTP, and Statewide Transportation Improvement Program (STIP). The STIP is a list of all proposed federally funded highway and transit projects in the state. Both are federally mandated, dynamic documents that undergo periodic updates.

WSDOT, MPOs and RTPOs coordinate and conduct the assemblage for local and regional input into the WTP and STIP. The update process for the WTP and the STIP is straightforward:

- Transportation providers, MPOs/RTPOs, Local governments and tribes develop regional transportation plans and Transportation Improvement Programs (TIPs) for federal and state-funded projects. MPOs develop individual TIPs for areas within their jurisdictions monthly.
- TIPs are submitted to MPOs and RTPOs for incorporation into regional plans.
- WSDOT Highways & Local Programs office is responsible for updating the STIP and coordinates input for the update of the STIP.
- The Governor, or Secretary of Transportation, provides approval authority for the STIP. The Secretary of Transportation approves MPO TIP amendments by delegation from the Governor).

See the WSDOT publication, [“Planning Studies Guidelines and Criteria”](#) for more information.

Documents created as a result of the statewide planning process include:

- The WTP (Statewide Multimodal Transportation Plan)
- Individual statewide plans for all modes of transportation
- MPO & RTPO Regional Plans and TIPs
- Long-range Statewide Transportation Plan
- The STIP, a multi-year prioritization of transportation programmed projects

The Products

WSDOT - H&LP Operations Office LAG Manual

- The [Local Agency Guidelines \(LAG\) Manual](#) (pdf 17.3 mb) provides a complete description of how local governments can participate in transportation planning and decision-making. Designed for city and county governments, the LAG Manual is designed as a resource for local agencies including tribal governments that utilize FHWA funds on transportation projects from design, environmental, right of way through construction.

WSDOT, in cooperation with the Local Technical Assistance Program (LTAP) also provides a [LAG Training Conference Brochure](#) (pdf 53 kb) that gives training dates and course descriptions.

Phone: (360) 705-7922

Visit the [WSDOT Planning website](#) for a detailed list of online documents and WSDOT planning activities.

The Statewide Transportation Improvement Program (STIP)

All projects with secured funding from Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) must be in the STIP, this is required in order to authorize the funds. All *regionally significant* projects (whether state, or federally funded), including all WSDOT projects, within the state, that have secured funding and are expected to begin within the four years must be in the STIP.

Since 1991 Congress has passed legislation (ISTEA, TEA 21, SAFETEA-LU) that requires each state to assemble a Statewide Transportation Improvement Program (STIP). The STIP ensures a consistent national transportation planning effort and identifies regionally significant and federally funded projects prioritized during planning process.

SAFETEA-LU legislation requires Transportation Improvement Plans (TIPs) approved by the Governor. The Governor approves Metropolitan Planning Organization (MPO) TIPs in December of each year. The Secretary of Transportation approves MPO TIP Amendments under delegated authority from the Governor. Once developed, WSDOT submits the STIP to FHWA and the Federal Transit Administration (FTA) for approval in January. FHWA and FTA approve monthly STIP amendments.

Each year, WSDOT's offices of **Highways & Local Programs (HL&P)** and **Strategic Planning & Programming (SP &P)** begin the complex process of leading the update of the statewide STIP and MPO TIPs respectively. A full update of the STIP involves WSDOT's six regional offices, Regional Transportation Planning Organizations (RTPOs), MPOs, other local agencies and incorporation of tribal projects.

FHWA and FTA both review the STIP to assure that all federally funded projects are included, including all appropriate federal lands projects. All significant projects that could affect air quality conformity in Maintenance or non-attainment areas must be included in the STIP and meet air quality goals. Projects included in the STIP must be financially constrained to reasonably available funding.

Statewide Transportation Improvement Program (STIP)

- See the most recent version of the Washington State STIP and update schedule online from this link.

Guidelines for Tribal Participation

[According to CFR, 170.111, Bureau of Indian Affairs, Interior](#), (pdf 23 kb)

- “Each State must develop the State Transportation Improvement Program (STIP) in consultation with tribes and BIA in those areas under Indian tribal jurisdiction. This includes providing for a fully coordinated transportation planning process that coordinates transportation planning efforts carried out by tribes.”

The following are the basic required elements of the STIP, which must be approved by FHWA and the Federal Transit Administration (FTA):

Overview of STIP Requirements

- Identifies all proposed highway and transit projects in the state funded under Title 23 United States Code (USC) and the Federal Transit Act, including Federal Lands projects.
- Incorporates the metropolitan transportation improvement programs approved by the Transportation Management Areas (TMAs) and Metropolitan Planning Organizations (MPOs).
- In carbon monoxide, ozone, or PM-10 nonattainment areas, includes projects that conform with the State Implementation Plan (SIP).
- Maintains consistency with expected available funding.
- Identifies selection priorities developed with appropriate consultation and/or coordination with local jurisdictions, metropolitan planning organizations, and Federal Lands agencies.
- Contains all regionally significant transportation projects, regardless of funding.
- Meets the requirements of 23 USC 135(f), Statewide Planning, coordination with local jurisdictions, and review by FHWA.

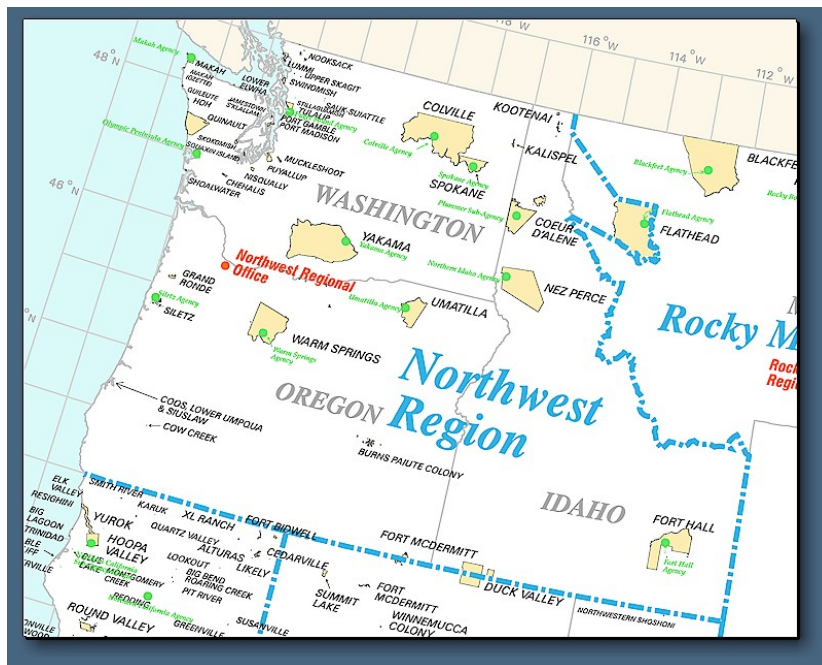
TMA and MPO Transportation Improvement Plans must:

- Be updated annually and approved by the MPO and the Governor.
- List all projects, including pedestrian and bicycle transportation facilities, to be funded by Title 23 or FTA.
- Have reasonable opportunity for public comment prior to approval.
- Include a list of prioritized projects.
- Include a financial plan for implementing the projects that is also consistent with reasonable expectation of available funding.
- Have projects consistent with the long-range plan, additionally, projects funded only with state or local sources may be included in the STIP. For consistency in planning and coordination of projects, agencies are encouraged to include all projects for which funding is secured.

BIA Roads Program

**Bureau of Indian
Affairs (BIA)**

**Federal Lands
Highway Program**



Tribes usually look first to navigate the procedures of the BIA for funding of tribal programs, including transportation projects. The BIA provides services to tribes directly, or through contracts, or self-governance compacts. The BIA is a familiar partner in road maintenance and construction and is often the first and only funding agency that tribes work with. The BIA has an [MOA](#) with FHWA/Federal Lands Highway Program for co-administration of the Indian Reservation Roads Program (IRR).

The Department of Interior/Bureau of Indian Affairs is responsible for providing federal trust responsibilities to American Indian and Alaska Natives. The government-to-government relationship between the U.S. and Indian tribes originates from Article I, Section 8 of the Constitution and has developed over time through Treaties, Executive Orders, Acts of Congress, and Supreme Court decisions.

The BIA is back online after a 7-year absence from the worldwide web and the BIA website continues to develop. The BIA maintains the current Indian Reservation Roads (IRR) Inventory database, available by link from the BIA website.

Indian Reservation Roads

BIA Responsibilities

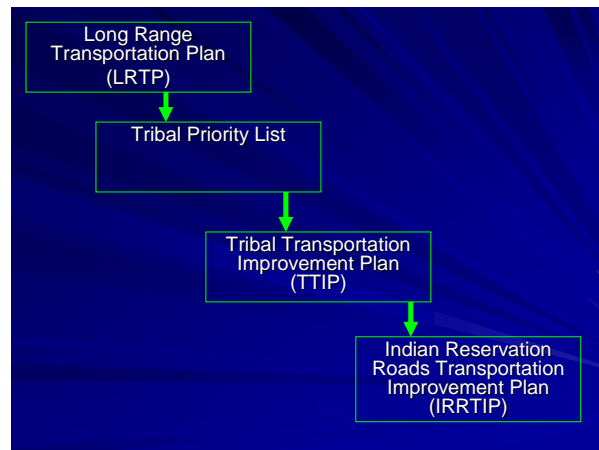
The IRR program has two components, maintenance, managed by BIA and construction, managed by FHWA/FLHP. To get funding for projects, tribes develop a Tribal Transportation Improvement Program (TTIP) for projects funded by IRR monies. BIA regional offices gather the Tribal Transportation Improvement Programs (TTIPs) to develop the IRR TIP. After approval of the IRR TIP, BIA can begin project planning and funds become available to the BIA for the projects listed on the approved IRR TIP.

Outputs

The BIA regional office develops and issues the control schedule, a document that implements programmed transportation projects, using the input they receive from tribes. BIA also provides the IRR TIP to FHWA and FTA for approval. TTIPs are incorporated into state STIPs in Washington D.C. in a separate process.

Tribes develop and formally adopt through tribal government action, TTIPs, Long-range Transportation Plans (LRTPs), and Priority Project lists during the process.

Tribes can also submit fully funded projects directly to the STIP using the state process through an RTPO, MPO, or coordination with the WSDOT Highways & Local Programs office for non-IRR projects or joint ventures. Tribes must follow the BIA process to get IRR dollars for projects.



Slide courtesy of NW TTAP, Eastern Washington University from BIA presentation on the IRR Program.

Tribal TIP Website

- The FHWA maintains a website on Tribal TIPS entitled “*Developing the Tribal Transportation Improvement Program*”, view it here:

The IRR Inventory

IRR Program funding comes from the Highway Trust Fund and tribes receive their share based on a distribution formula called the Tribal Transportation Allocation Methodology (TTAM), adopted in the IRR Final Rule (25 CFR Part 170, July 19, 2004). With passage of the rule, the IRR Inventory became the center of IRR funding for tribes. The IRR Inventory provides the information to calculate the TTAM. The BIA Division of Transportation (BIADOT) developed a database to house the inventory called the Road Inventory Field Data System (RIFDS). Tribes with security clearance can update the IRR Inventory through RIFDS directly over the internet.

BIA Indian Reservation Roads Inventory

- View the most recent IRR Inventory at the BIA/Dept of Interior website.

Full Internet Address: <http://www.doi.gov/bia/roadreservation.html>

Road Inventory Field Data System (RIFDS)

NW Tribal Technical Assistance Program

- Learn more about RIFDS and training opportunities at the Northwest Tribal Technical Assistance Program website:

Full Internet Address: <http://www.ewu.edu/x24919.xml>

Here is a complete Index to the IRR Program Regulations from FHWA

- IRR Program Regulations—Subject Index

Tribes can access the state transportation funding process by submitting tribal projects for inclusion on the STIP through an RTPO, MPO or online via the STIP website. For transit monies, Tribal projects must be included in Coordinated Public Transit Human Services Transportation Plans to be eligible for funding in certain federal programs.

Other funding sources that require the STIP process:

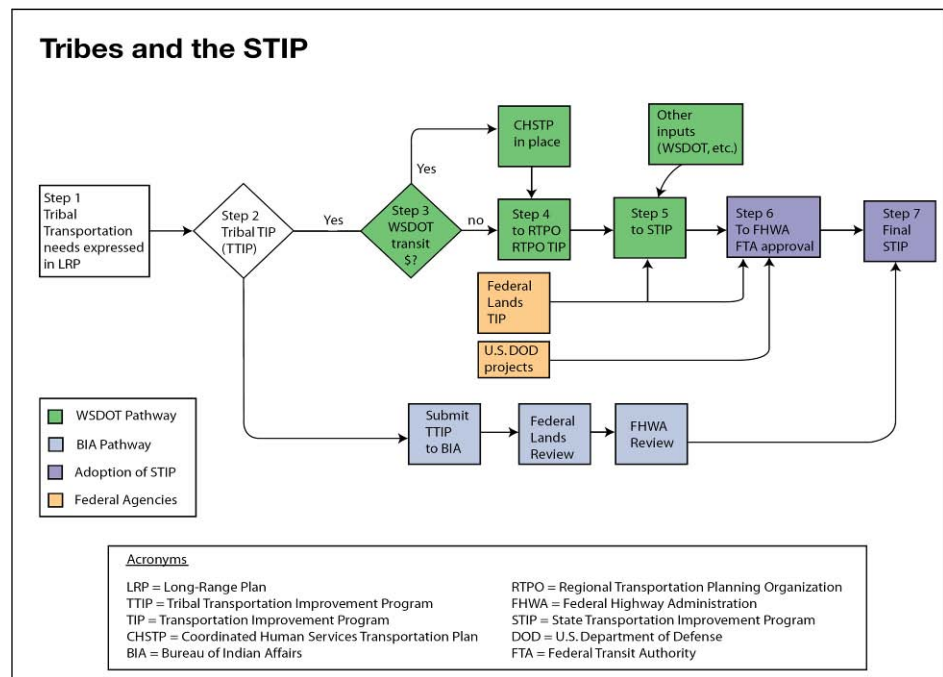
- Statewide Applications for:
- Enhancement Program projects
- Scenic Byways Program projects
- Safe Routes to School projects

Regional Prioritization projects:

- Surface Transportation Program projects that require working with a County lead agency and an MPO.

Projects with secured funding from Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) must be in the STIP and all regionally significant projects expected to begin within the next four years from must be included.

State law gives RTPOs the lead in providing Transportation Improvement Program (TIP) inputs to WSDOT's funding process, including Tribal TIPs. WSDOT's role is to develop the STIP by working cooperatively with MPOs, RTPOs, and County Lead Agencies and all governments that submit TIPs including tribes..



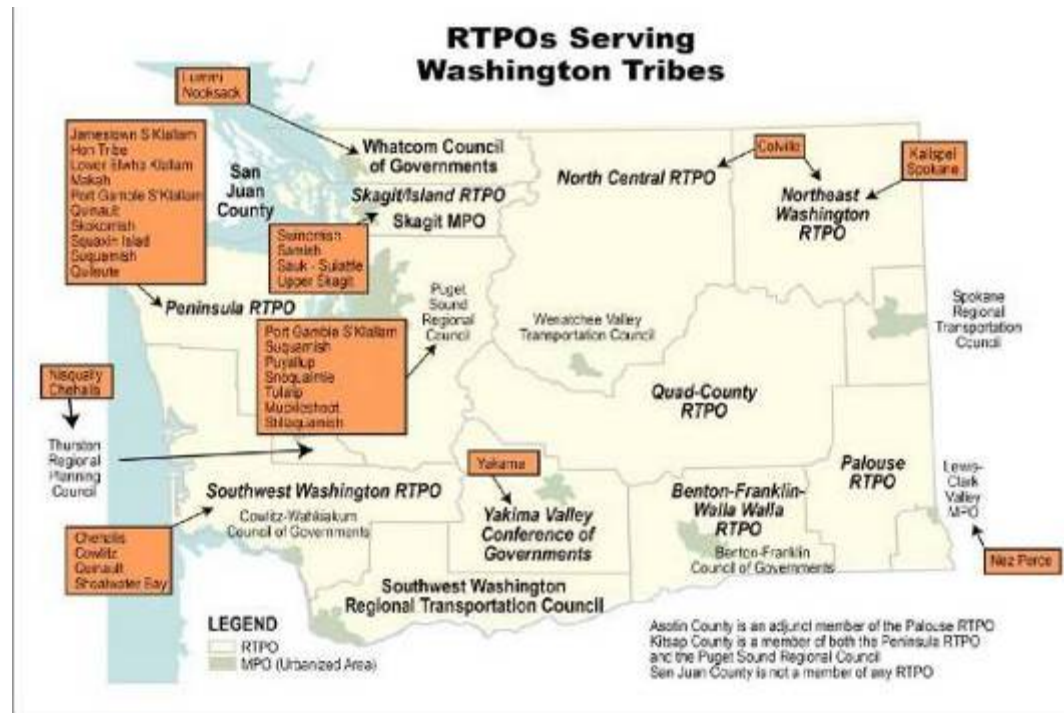
Funding tribal transportation, BIA Pathway vs. State Pathway

Why Use the State System?

Participation in the state STIP process helps ensure that tribal priorities are recognized regionally. Partnerships with the state lead to full access to federal programs and funding for transportation and transit. Participation results in better opportunity for tribal input into State projects, and creates opportunity for partnership on priority projects to ensure an integrated transportation system.

Tribal—State Connections

Participation by tribes in the Washington State RTPO/MPO system varies. This map shows the RTPO boundaries in Washington State along with the tribes located in each one. The invitation and inclusion of tribes in the state system is a SAFETEA LU requirement. Tribes participate as regular voting members in some RTPOs/MPOs or as affiliate or associate members to provide advice or input to regional plan and TIP development.



RTPO Graphic courtesy of WSDOT

Overcoming a tribe's reluctance to participate in the RTPO/MPO process because of history of conflicts with government agencies is identified as a common impediment:

- Tribes have long histories of conflicts with the federal government on land issues, social services, healthcare, and infrastructure.
- Tribes struggle with state government and local governments for recognition of tribal sovereignty and treaty rights.
- Tribes don't plan under the Washington State Growth Management Act (GMA) and have their own planning processes in place.
- Local governments are reluctant to share dwindling funds and have the perception that the federal government provides all funding for tribes.

Learn more about RTPOs in Washington State at the WSDOT RTPO website:

<http://www.wsdot.wa.gov/planning/Regional/>

Notable RTPO Partnerships

Despite the many challenges faced by tribes and local governments, there is effective participation by tribes in Washington State RTPO and MPO processes that are consistent and successful.



The **Peninsula RTPO (PRTPO)**, located in Northwest Washington, serves four Washington counties, and includes membership of ten tribal nations. The PRTPO has adopted a set of goals for the transportation system that are inclusive of all governments. Tribal representation on the PRTPO Policy Board and Technical Committee ensures the recognition of tribal community needs in planning efforts. The Jamestown S’Klallam Tribe, a PRTPO member, recently submitted, through the PRTPO, a project for trail enhancement through the Washington State process for prioritizing economic stimulus funding from the American Recovery and Reinvestment Act (ARRA) of 2009. The tribe was successful in receiving funds for the submitted project. A key factor in the success of the PRTPO partnership is that tribal participation fulfills expectations.



The **Puget Sound Regional Council (PSRC)** is a combined RTPO/MPO located in Seattle Washington. Similar to the Jamestown S’Klallam Tribe, The Tulalip Tribes, a member of the PSRC successfully submitted a project through the PSRC for AARA funding to widen interchange ramps, replace a culvert, and fully open a stream. The PSRC’s governing authorities are widely diverse, a compilation of county, city, port districts, transit agencies and tribes.



The **Northeast RTPO (NEW RTPO)**, based out of Colville, Washington serves a three county area in Northeast Washington state. Membership is comprised of county, city, and three tribal governments. The NEW RTPO strives to provide a forum for cooperative decision-making on transportation and transit issues in this area of the state. This is a challenge due to the remote geographic area and limited resources. In 2007, the NEW RTPO staff began a concentrated effort of outreach to the three area tribes and successfully began incorporating tribal input on tribal transportation issues into the NEW RTPO planning processes. This effort will include training on RTPOs and on tribal governments for RTPO members.

If the advantages to RTPO participation are not readily apparent to tribes, little will change. Three key factors have led to success for these Tribal/RTPO partnerships:

- Expectations of participation are met—outcomes show progress and success.
- The structure of an RTPO/MPO matters, It’s important to ensure widely diverse governance of an RTPO so that everyone has a voice.
- Outreach makes a difference, the commitment of RTPO staff to interact personally and build relationships with tribes is a key factor to successful partnerships.

Laws and Regulations



State, federal, local and tribal laws and regulations affect transportation plan development and project delivery. A review of applicable laws and regulations affecting planning and project delivery during project and plan development can help define linkages, clarify authorities, streamline project delivery, and identify potential costs. Funding programs, environmental procedures, permitting, and land use, all require consideration of impacts, solutions, and a choice of options.

Tribal interest and influence on lands outside of reservation boundaries can present several scenarios during tribal transportation plan development and project delivery. Each tribe has individualized authority, usual and accustomed areas, and tribal laws and regulations in effect on reservations that are separate from state and local government. Allowable uses of federal program monies for the various federal laws funding infrastructure in Indian country are found in the Federal Register or Code of Federal Regulations.

The following list is not exhaustive and not all laws are applicable to every plan or project:

Workforce Laws

Indian Preference Hiring and Tribal Employment Rights Ordinances (TERO) (23 U.S.C. 140; 23 CFR 635.117; FHWA Notice 4720.7, *Indian Preference In Employment On Federal-Aid Highway Projects On And Near Indian Reservations*, March 15, 1993)

- Most tribes in Washington have adopted TERO ordinances to extend Indian preference hiring on all construction projects “on or near” the reservation. WSDOT requires compliance with Tribal TERO ordinances (if they exist) for all-federal aid projects. In some cases, TERO ordinances extend to ceded lands and territories.

Tribal TERO Contacts for WSDOT Programs and Projects

- Visit the WSDOT Tribal Contacts page for the most current tribal TERO contacts.

WSDOT Construction Manual Policies related to workforce and civil rights

- WSDOT publishes a **Construction Manual** that provides general information on the WSDOT policy related to workforce issues and civil rights. The requirements are listed beginning on page 70.

*Graphic above: Berry Picker
bronze sculpture by Colville
tribal member artist Smoker
Marchand*

WSDOT Standard Specifications for Road, Bridge, and Municipal Construction

- The **Standard Specifications for Road, Bridge, and Municipal Construction** guides the work of contractors and provides detailed information the requirements for each project. [Page 110](#) of the manual provides a list of the laws guiding the work on projects.

FHWA's Contract Administration Core Curriculum Participant's Manual and Reference Guide (2006) (pdf. 1.02 mb)

[HTTP://WWW.FHWA.DOT.GOV/PROGRAMADMIN/CONTRACTS/CACC.PDF](http://www.fhwa.dot.gov/programadmin/contracts/cacc.pdf)

- A description of federal law concerning hiring preference on federal-aid projects begins on page 72 of **FHWA's Contract Administration Core Curriculum Participant's Manual and Reference Guide (2006)**. (this is very large document)

WSDOT's Office of Equal Opportunity

- Visit WSDOT's **Office of Equal Opportunity** website for current information on Title VI, TERO and requirements for contract plans and specifications.

WSDOT's Office of Equal Opportunity Americans with Disabilities Act (ADA) Compliance Program website

- Visit the ADA website for current information on WSDOT's plan to integrate ADA requirements into WSDOT facilities.

Council for Tribal Employment Rights

- Learn more about TERO and tribal workforce issues at the **Council for Tribal Employment Rights (CTER)** website. CTER is committed to providing current TERO information and assistance for tribes and contractors.

Tribal Employment Rights Ordinances and Transportation Projects

- Learn about the connection between TERO and Transportation Projects from this powerpoint presentation from the National Indian Justice Center.

Equal Employment Opportunity Commission's (EEOC) interpretation

- Read the U.S. **Equal Employment Opportunity Commission's (EEOC) interpretation** of the infamous "on or near" a reservation phrase, to describe the applicability of Title VII of the Civil Rights Act.

Learn more about TERO at these Frequently Asked Questions Webpages from the Council for Tribal Employment Rights (CTER) FAQ and the Tulalip Tribes TERO office page:

CTER TERO FAQ Page

[\(HTTP://WWW.CTERTERO.ORG/ABOUT/TERO_FAQ.HTML\)](http://www.ctertero.org/about/tero_faq.html)

Tulalip Tribes TERO FAQ Page

[HTTP://WWW.TULALIPTRIBES.COM/HOME/FREQUENTLYASKEDQUESTIONS.ASPX](http://www.tulaliptribes.com/home/frequentlyaskedquestions.aspx)

Tribal Employment Rights Ordinance (TERO)
Indian Preference Legal Framework

Efforts between States and Indian Tribes to address State motor fuel tax issues

- Section 1101(a)(21), 115, and 11141, 11145 of SAFETEA-LU provides for funding directly to the IRS to address State/Indian tribe motor fuel tax issues and to reduce evasion associated with foreign imports.

Negotiating "Tax Peace": Best Practices in Tribal Fuel Taxation Agreements

- The Transportation Research Board (TRB) published a report on best practices in Tribal Fuel Taxation agreements. It is not available online, this link takes you to an order page.

Tribal Codes may contain requirements to preserve and protect wildlife habitat and environmental quality. Codes may also contain safety and labor-related requirements of contractors and businesses operating on the reservation.

Tribal Codes

Native American Rights Fund Tribal Code Library

[HTTP://WWW.NARF.ORG/NILL/TRIBALLAW/ONLINEDOCS.HTM](http://www.narf.org/nill/triballaw/onlinedocs.htm)

- **Contact the tribe you are working with for the most current information possible tribal code issues.** Several Washington tribes have their codes online, see the **Native American Rights Fund (NARF)** Tribal Codes page, or to see current versions, visit tribal websites directly for contact information. **The Governor's Office of Indian Affairs** provides a directory with links to tribal homepages.

SAFETEA-LU Public Law 109-59 the "Safe, Accountable, Flexible, Efficient, Transportation Equity Act—A Legacy for Users"

- Here is the SAFETEA-LU law in its entirety.

Federal Laws

Reauthorization of TEA-21 (SAFETEA-LU)

- This USDOT website provides a section-by-section analysis of SAFETEA-LU. SAFETEA-LU represents the largest surface transportation investment in our Nation's history. SAFETEA-LU authorizes surface transportation program for highways, safety and transit for five years (FFYs 2005-2009).

FHWA SAFETEA-LU Website

- SAFETEA-LU has several requirements identified for transportation planning. FHWA hosts a **SAFETEA-LU website** with the full text of the legislation and summary interpretation fact sheets.

National Historic Preservation Act (Section 106) (16 U.S.C. 469)

- This law preserves and protects significant historical and archeological sites from destruction.

Archaeological Resources Protection Act (16 U.S.C. 470aa-11)

- This law protects and preserves archeological resources on Federal or American Indian-owned land.

American Indian Religious Freedom Act (42 U.S.C. Chapter 21, 1996)

- Requires federal agencies to respect the customs, ceremonies and traditions of American Indians and protects and preserves the freedom to believe, express, and exercise traditional religions, including access and protection of sites.

Native American Grave Protection and Repatriation Act (NAGPRA) (25 U.S.C. 3001 et seq.)

- This law protects human remains and cultural resources on federal and tribal lands.
- **43 CFR Part 10, Final Rule** Implementing the Native American Grave Protection and Repatriation Act.

National NAGPRA website

- The National Park Service is the lead agency for NAGPRA, find detailed information on this website for the laws pertaining to cultural resources.

Title 23 – Highways, Code of Federal Regulations

- This is the U.S. House of Representatives link to Title 23 regulations.

Title 25 – Indians, Code of Federal Regulations

- This is the U.S. House of Representatives link to Title 25 regulations

List of Federal Tribal Consultation Statutes and Regulations

- List prepared by the White House Indian Affairs Executive Working Group and the Consultation and Coordination Advisory Group.

The Clean Air Act, (23 U.S.C. 109(j)) (42 U.S.C. 7509, sec. 179 (b)) (42 USC 7521 (a)) (23 CFR 771 40, CFR 51 and 93; 40 CFR 52)

- The Clean Air Act contains requirements for controlling air pollution related to vehicles and insures that transportations, programs, and projects conform to the State's air quality plan.

The National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321-4335), 23 CFR 771-772

- NEPA applies to all FHWA actions and federally-funded projects. WSDOT has implemented a **Model Consultation Process for Environmental Review** to consult with tribes for NEPA. Visit WSDOT's webpage on the consultation policy.

Transportation Planning and NEPA linkages

- This is a topic discussion webpage hosted by FHWA.

The Endangered Species Act of 1973 (ESA)

- ESA addresses protection and conservation of species that are endangered or threatened. There are several ESA areas in Washington State. The National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (USFWS) co-implement the ESA. USFWS manages freshwater and land species and NMFS manages marine and salmon species.

The Comprehensive Environmental Response Compensation and Liability Act (CERCLA) (42 U.S.C. 9601-9657)

- The “Superfund Law” established strict requirements for liability, compensation and cleanup of hazardous waste sites. Visit the [EPA Superfund](#) site to find the location of clean up sites.

Title VI of the Civil Rights Act of 1964

- Title VI of the Civil Rights Act of 1964 guides WSDOT’s Office of Equal Opportunity office and provides the framework for nondiscrimination. Title VI prohibits discrimination on the basis of race, color, sex or national origin for federal-aid projects.

Civil Rights

Title VI Responsibilities

- All MPOs and RTPOs must comply with Title VI requirements. The WSDOT Transportation Planning Office ensures that **Title VI requirements are met** during planning processes and that all RTPOs and MPOs comply with Title VI.

WSDOT’s Title VI and Affirmative Action Plans

- Learn more about Title VI, [WSDOT’s Title VI Plan](#) and view [WSDOT’s Affirmative Action Plan](#).

Indian Preference in Employment on Federal-Aid Highway Projects

- Read about Indian Preference in Employment on Federal-Aid Highway Projects on and near Indian Reservations at this FHWA link.

FHWA Office of Civil Rights

- Here is a link to the key provisions in SAFETEA-LU that relate to civil rights programs.

Rights of Way were granted on Tribal lands in several ways over time. The Bureau of Indian Affairs and other Federal agencies and acts of Congress established most Rights of Way on Indian reservations. Below is a list of laws and regulations pertaining to Rights-of-Way on Indian lands.

Rights of Way

Documentation for Rights of Way should be reviewed during the planning process and consideration given for jurisdiction over the Right of Way and application of laws (tribal, or state?). Bureau of Indian Affairs approval and documentation are required if the State presumes ownership of Rights-of-Way on tribal lands.

Indian Reservation Roads

[25 C.F.R 169, Rights-of-Way Over Indian Lands](#)

- Review the regulations governing Rights of Way on Indian lands at this link.

[“The Acquisition of Easements over Native American Lands for Transportation Projects”](#)

- The FHWA/Realty office provides a webpage of information on Rights of Way on tribal lands.

[Bureau of Indian Affairs on-reservation Realty offices](#)

- Contact the local BIA office for specific information on rights-of-way on local tribal lands.

FHWA’s Federal Lands Highway Program and the Bureau of Indian Affairs co-administer The Indian Reservation Roads Program. FLHP provides funding for construction, and the BIA provides funding for maintenance. The IRR Final Rule, of July 19, 2004 provides the framework for participation in the Indian Reservation Roads Program:

[25 CFR 170 - Indian Reservation Roads Program](#)

- Here is the full text of the Indian Reservation Roads Program regulations.

[Washington Administrative Code, \(468-86 WAC\) RTPO Planning Standards and Guidelines](#)

- [Title 47 RCW](#) guides Public Highways and Transportation in the State of Washington and creates the Department of Transportation.

State Laws and Executive Orders

- The requirements for Statewide Transportation Planning is found at [RCW 47.06](#).

The [Department of, Community, Trade and Economic Development \(CTED\)](#) is a Washington state cabinet agency responsible for implementation of GMA.

[The Growth Management Act \(GMA\)](#)

The Growth Management Act (GMA), RCW 36.70A guides local land use planning and requires the development and implementation of comprehensive plans where transportation, a key element, is required to be consistent with land use. [Part III, Chapter D](#) of the Washington Transportation Plan is dedicated to transportation and the connection to land use. The GMA identifies Transportation is one of the 14 key elements of planning for jurisdictions fully planning under GMA. Under GMA, transportation systems should be “one interconnected and coordinated system”. Population and growth rates establish the requirement to plan fully under GMA. Slower growing jurisdictions like Okanogan, Grays Harbor and Klickitat are non-GMA counties. All Counties and Cities in the state; however, are required to plan under GMA for Critical Areas and Natural Resource Lands.

GMA Public Participation

Public participation in the planning process means allowing affected citizens the right to participate. GMA has a strong public participation requirement to ensure early and continuous public participation during development of comprehensive plans. Local agencies planning under GMA must work hard to remove any institutional or local barriers that interfere with public input to reflect this. This process begins with the GMA requirement to notify all affected communities, including tribes.

Regional Transportation Planning Organizations (RTPOs)

- The GMA enacted a concurrency requirement to keep growth and development aligned with the ability of public utilities and agencies to provide services. RTPOs were authorized with passage of the GMA to help carry this out in rural areas. Federal legislation creates **Metropolitan Planning Organizations (MPOs)** for urban areas. Funding for transportation projects is based on the work of RTPOs and MPOs so local jurisdictions have a monetary incentive to participate, whether they are fully planning under GMA or not.

Visit links to the following environmental laws and other Washington Environmental Laws at the Department of **Ecology's Index of Laws** website:

[HTTP://WWW.ECY.WA.GOV/LAWS-RULES/ECYRCW.HTML](http://www.ecy.wa.gov/laws-rules/ecyrcw.html)

Ecology's List

- The Washington Clean Air Act (RCW 70.94) implements federal requirements and to protect air quality in Washington state.
- Salmon Recovery (RCW 77.85) establishes a coordinated framework to protect salmon in "Salmon Recovery Regions", geographic areas that are consistent with Endangered Species Act listings.
- The Shoreline Management Act of 1971 (RCW 90.58) regulates development, protection, and preservation of shorelines and associated wetlands.
- The State Environmental Policy Act (SEPA) (RCW 43.21C) requires consideration of environmental impacts of development for state-sponsored projects.
- Governor's Executive Order 05-05—Archaeological and Cultural Resources requires state agencies to review non-federal capital construction projects and land acquisitions for potential impacts to cultural resources.
- Governor's Executive Order 07/02—Washington Climate Change Challenge commits the state to address climate change and reduce greenhouse gas emissions by coordinating with local governments.

Local Regulations

Critical Areas Ordinances

- Critical Areas Ordinances and Natural Resources Lands in cities and counties are developed and implemented within the requirements of the Growth Management Act. Each jurisdiction has their own approach to protecting critical areas. There are five critical areas identified for protection:
 - Wetlands
 - Aquifer recharge areas for potable water
 - Flood zones
 - Geologically hazardous areas
 - Fish and wildlife habitat conservation areas.

Wellhead Protection Areas and Source Water Protection

- Federally regulated public drinking water systems delineate source water protection areas. Wellheads, springs, and surface water sources and local governments may have ordinances in place to protect these areas from disturbance. These areas may be included in the Critical Areas Ordinance or designated as an environmentally sensitive area for SEPA purposes.

Chapter 2: Planning Resources



Omak High School students, Colville Tribal members at High School Construction Day co-sponsored by WSDOT, October, 2008. Courtesy WSDOT File

Introduction

Transportation Planning is critical for all aspects of transportation programs. Approval of ISTEA expanded transportation beyond roads and roadways to inter-modal surface transportation, and incorporated safety and “enhancement” programs. As a result, ISTEA created a set-aside for transportation planning at the state level, which was also established within the BIA IRR program. This recognition of planning as a critical aspect of transportation has been maintained and expanded in subsequent transportation bills. Within the BIA IRR program initial limitations of 5% funding was increased, and in Washington transportation planning funds have been made available to all tribes for BIA IRR programs.

[FHWA Planning, Environment, & Realty Index Page](#)

- The FHWA Planning pages contain information on transportation planning. This index is detailed and provides links to major topic areas in transportation planning.

[FHWA’s Main Topic Index to Tribal Transportation Planning resources](#)

- FHWA provides a webpage with key resource links for tribal transportation planning.

[FHWA Fact Sheets on Highway Programs](#)

- Learn more about each SAFETEA-LU highway provisions, view the fact sheets on each program.

Resources for Transportation Planning

The IRR Inventory accounts for 80% of funding for Title 23 IRR transportation projects for tribes. The Tribal Transportation Allocation Methodology (TTAM) formula uses IRR Inventory information and generates dollar amounts based on the relative need of a tribe. The TTAM formula variables include: Cost to Construct, Vehicle Miles Traveled, and Population numbers.

When projects cost more than a tribe generates through the formula, there are alternative funding options available that include applying for IRR high priority project funds, flexible financing, and agreements with other tribes.

**Indian
Reservation
Roads**

Here is a list of IRR Inventory resources:

Washington State Department of Transportation (WSDOT) Strategic Planning and Programming (SP&P) Office

- WSDOT's Planning Office (SP&P) is the office to contact regarding IRR assistance for Tribes located in Washington State. SP&P provides owner-agency MOA attachment letters for IRR updates.

WSDOT Centennial Accord Plan

- WSDOT describes the various services provided to tribes in the most recent version of the agency's Centennial Accord Plan.

Developing the Tribal Transportation Improvement Program (TTIP)

- The FHWA, in coordination with BIA and FLHP developed this website, learn more on how to develop a TTIP from FHWA.

Indian Reservation Roads Inventory

- The IRR Inventory accounts for 80% of funding for Title 23 IRR transportation projects for tribes, here is the most current IRR Inventory, sorted by region.

IRR Final Rule

- The Final rule establishes procedures and explains the funding formula (TTAM) used by BIA/FHWA to distribute IRR funding to tribes.

Indian Reservation Roads Program Coordinating Committee (IRRPCC)

- The IRRPCC was established in CFR 25, Part 170.155 and coordinates policy recommendations to the Secretary of the Interior and the Secretary of Transportation on the IRR program. The IRRPCC membership is assigned by BIA region, each region has one representative and one alternate. Here is the list of the IRRPCC committee members and their contact information.

FHWA's Tribal Transportation Topic Index

- The main FHWA site index with links to the various topics in tribal transportation such as the IRR Inventory, capacity building, 106 compliance, etc.

FHWA's Tribal Transportation Webpage

- FHWA provides several links and helpful information the IRR Program and other topics of interest to tribal planners.

Bureau of Indian Affairs Tribal Leaders Directory

- BIA has community planners available to assist in the development of TTIPs, IRR Inventory issues, and funding questions. BIA Regional Office Division of Transportation Engineers are also available to assist with TTIPs, control schedules, and IRR Inventory issues. The current directory contains contact information for all Bureau of Indian Affairs regional offices.

Federal Lands Highway IRR Program staff

- Here is the list of FLHP IRR Program staff.

Federal Lands Highway IRR Program Page

- For general information on the IRR Program, visit the FLHP IRR website.

Tribal Transportation Planning Organization

- The Tribal Transportation Planning Organization is active in IRR issues and other topics that interest tribal transportation planners.



WSDOT's Keller Ferry from the bank of the Colville Indian Reservation

IRR High Priority Project Program (IRRHPP)

- This program is a funding source for tribes whose annual IRR allocation is insufficient to complete high priority projects, or require emergency or disaster funds. The Bureau of Indian Affairs Department of Transportation and Federal Lands Highway determine eligibility for this program.

BIA Powerpoint presentation on the IRRHPP program

- The Northwest TTAP website has a link to a BIA powerpoint presentation about the IRRHPP Program.

Photo: WSDOT's Keller Ferry from the banks of the Colville Indian Reservation.

Federal Lands Highway Program High Priority Project webpage

Federal Lands Highway Program IRR Bridge Program

- IRR Program funds are set aside for the Bridge Program for replacement or rehabilitation.

Funding Authorized under SAFETEA-LU is administered by a number of offices or “administrations” as follows: (www.dot.gov)

Tribal Transportation Planners and Tribal Leaders will most likely focus on **three** of these offices: The Federal Highway Administration (FHWA); the Federal Transit Administration (FTA); and the National Highway Traffic Safety Administration.

Federal Planning Resources



Office of the Secretary of Transportation (OST)



National Highway Traffic Safety Administration (NHTSA)



Federal Aviation Administration (FAA)



Office of Inspector General (OIG)



Federal Highway Administration (FHWA)



Pipeline and Hazardous Materials Safety Administration (PHMSA)



Federal Motor Carrier Safety Administration (FMCSA)



Research and Innovative Technology Administration (RITA)



Federal Railroad Administration (FRA)



Saint Lawrence Seaway Development Corporation (SLSDC)



Federal Transit Administration (FTA)



Surface Transportation Board (STB)



Maritime Administration (MARAD)

FHWA's Tribal Transportation Planning Website

- This website contains statutory and regulatory information, guidance, and links to other FHWA staff and websites dedicated to tribal transportation planning.

FHWA/FTA Tribal Planning Capacity Building Website

- This website provides detailed information and access to resources related to topics in tribal transportation capacity building such as education, laws and regulations, the consultation process, and technical resources.

USA.gov for Tribal Governments and Native Americans

- The US Government's one-stop-shop webpage with links to tribal programs.

Planning for Transportation in Rural Areas

- FHWA/Planning Office resource for rural planners with links to references and information on rural transportation planning.

Plan Development

[Long Range Transportation Plan \(LRTP\) Development](#)

- FHWA provides this website (learning module) outlining a process to develop a LRTP.

[Long-Range Transportation Plan \(LRTP\) Executive Summary](#)

- FHWA provides this page as a supplement to the LRTP Development module.

[Developing a Long-Range Transportation Plan \(pdf __\) Information Tools for Tribal Governments](#)

- A Guideline to assist decision-makers and tribal planners to meet SAFETEA-LU requirements.

[Highways and Local Programs STIP website](#)

- Learn more about the STIP and the specific projects at the

[Developing the Tribal Transportation Improvement Program \(TTIP\)](#)

- This FHWA webpage provides information on Tribal Transportation Improvement Programs (TTIPs).

For detailed information about the IRR TIP process, see the **[IRR Final Rule, Subpart D, \(§ 170.420-441\)](#)** or the **[FHWA Indian Reservations Roads Transportation Planning Procedures and Guidelines](#)** section on TIPs.

[The Briefing Notebook for Transportation Decisionmakers, Officials, and Staff](#)

- FHWA/FTA provides this primer on the transportation planning process, it gives an overview of the process and explains key concepts.

[FHWA Land Use Planning Tools Search Page](#)

- FHWA provides a search page that returns lists of planning projects and ideas from all states.

[Federal Surface Transportation Programs and Transportation Planning for Federal Land Management Agencies—A Guidebook](#)

- USDA's guidebook to assist federal land managers.

[Linking Land Use and Transportation](#)

- FHWA's webpage provides links to a toolkit for planners ideas on approaches on linking land use and transportation.

[Linking Transportation Planning and NEPA](#)

- FHWA's webpage with links and resources.

[Transportation Safety Planning – FHWA](#)

- FHWA's webpage on the process for integrating safety into surface transportation decision-making.

Integrating Health and Physical Activity Goals Into Transportation Planning

- Building the Capacity of Planners and Practitioners Proceedings of the Portland Roundtable, USDOT/FHWA/FTA, 2004

Safety, FHWA Data and Safety Analysis Tools

- Link crashes and data to highway environments, view countermeasures.

Corridor Study

- WSDOT informational website on Corridor planning.

Transportation Enhancements

- Transportation Enhancement projects are for surface transportation systems and consist of community-based projects designed to enhance the transportation experience through cultural, environmental, and historic improvements.

Transportation Enhancements, Modeling Decision-Making

Understanding the Transportation Models and Asking the Right Questions

- Powerpoint presentation from the Surface Transportation Policy Partnership

Understanding Transportation Modes: A User's Perspective (pdf-850.44 kb)

- Powerpoint presentation from the Surface Transportation Policy Partnership

A Citizen's Guide to Transportation Decisionmaking

Bridges

FHWA Q & A on Bridge Inspection

FHWA Bridge Technology Q & A Page

- Question and Answer page on Inspection Standards

“Building Projects that Build Communities”

- This is a report that focus on the processes of working with the state to create successful transportation projects. Although targeted for cities and counties, this text, available on-line, offers excellent process materials for tribes to work with WSDOT.

Partnerships

WSDOT

- Like the Federal Highway Administration, **Washington State DOT** has a strong commitment and on-line resources for transportation planning. The **Planning website** also has many on-line resources including a **Tribal Transportation Planning** link.

Metropolitan Planning

- FHWA maintains a webpage about Metropolitan Planning requirements.

American Planning Association (APA) Indigenous Planning Division

- Provides a forum for exchanging ideas on approaches to land use planning by indigenous communities. Current project is to develop a certification program in indigenous planning for the APA.

State Activities

Community Trade and Economic Development

- Planning in the State of Washington is supported through the State of Washington **Department of Community Trade and Economic Development**. Their website contains information on planning within the state, including support for planning activities.

WSDOT Metropolitan Transportation Planning webpage

- Visit the WSDOT MPO page for more information and links to the MPOs in Washington State.

WSDOT Regional Transportation Planning Organization

- RTPOs were created with passage of the Growth Management Act in 1990, this webpage provides links to the several RTPOs located in Washington State.

Eastern Washington University—NW Tribal Technical Assistance Program

- The NW TTAP provides technical assistance and training for tribal planners.

Governor's Office of Indian Affairs

University of Washington—Tribal Connections

Western Washington University—Center for Pacific Northwest Studies

State Activities Involving Tribes

- FHWA maintains a list of tribal/state partnerships and projects.

Scenic Byways

Scenic Byways Program (Intermodal Surface Transportation Efficiency Act of 1991, Sec. 1047) local governments, tribes or individuals can nominate sections of highway that meets the criteria as a scenic byway. Nominations must go through the State. Scenic byways are highways with special scenic, recreational, cultural, or archaeological areas. There are three designations of scenic byway, All American Roads, and National Scenic Byways, both designated by the US Secretary of Transportation, and State Scenic byways designated by Washington's Secretary of Transportation. Washington State has 22 designations.

Washington State Scenic Byways Program

- Learn more about Washington's Scenic Byways at this WSDOT Scenic Byways website.

The National Scenic Byways Program

- FHWA's webpage on the Scenic Byways Programs with links to the main webpages

Tribal Scenic Byways Programs

- This is a National Scenic Byways Program webpage with a link to podcast about the North and South Dakota Scenic Byways Program.

Data, Surveys & Statistics

The Need for Good Data

Transportation planning requires decision-making and setting priorities that are based on good information. Data is the foundation for transportation plans grant proposals, research projects and tribal programs. This section provides several data resources that are available to planners.

Washington State Tribal Transportation Needs Survey

- The 2004 needs survey project provides valuable information for tribal planners that is still relevant. The survey was developed to provide tribal input into the current update of the Washington Transportation Plan (WTP). The survey was set up to include the same categories as the WTP, and then added questions particular to the tribes to address their own needs. The population universe for general percentage values consisted of the 24 tribes' responding to the questionnaire as of July 31, 2004. The [survey summary](#) (pdf 162 kb) is a document of the collected and organized information.

The survey identified several aspects of tribal transportation where additional work is needed. The project recommendations identified data verification, mapping, data systems coordination, and overall transportation needs of tribes as areas to focus on. According to the survey, the most frequently cited transportation needs on reservations were for safety-related enhancements like bike and pedestrian access, striping, markers, reflectors, safety signage, and included road and bridge improvements, data, and speed limit enforcement. Based on information gained from the [Tribal Transportation Database Project](#) (pdf 1.4 mb), the BIA worked with individual Northwest tribes to update the IRR Road Inventory that increased IRR-BIA funds to tribes.

Tribal Transportation Data Project

- The Washington State Department of Transportation (WSDOT) initiated the Tribal Transportation Database Project in February 2005. The purpose is to document the transportation needs and road systems of the 29 federally recognized Indian Tribes in Washington State. The resulting information assists WSDOT, the Tribal governments and the state Tribal Transportation Planning Organization in planning the future statewide system and designing the policies and programs that govern it.

The project objectives:

- Document the name, ownership, location, length, condition and other features of each road providing service to Indian reservations.
- Specify whether these roads lie within or outside the physical borders of a reservation.
- Identify and quantify, with costs if possible, the transportation needs of the Tribes.

[Atlas of Injury Mortality Among American Indian and Alaska Native Children and Youth, 1989-1998](#)

- CDC's publication with extensive information on injuries in Indian Country, the .pdf version of the publication is large (1.31 MB).

Crash and Injury

[Health of American Indian or Alaska Native Population](#)

- From CDC's "FastStats" program, a one page summary with links to information on risk factors and health status.

[Injuries Among Native Americans: Fact Sheet, CDC](#)

- A one page summary on statistics related to leading causes of injuries among Native Americans

[WA State Department of Health Injury Prevention Program](#)

- A program designed to support initiatives and programs to reduce injuries. A program that provides information, statistics, and analysis on injury-related data.

[WISQARS \(Web-based Injury Statistics Query and Reporting System\) from the CDC](#)

- Interactive database to create customized reports of injury-related data.

[WSDOT Transportation Data Office](#)

- A good source for Washington State crash data and other WSDOT statistics.

[American Indian and Alaska Native Statistics from the CDC](#)

- The CDC's National Center for Injury Prevention and Control section has compiled statistics on American Indian and Alaska Natives.

[American Indian Population & Labor Force Reports, BIA](#)

- Information published by the BIA under mandate from PL 102-477.

[NHTSA Research results on Drinking and Driving](#)

- General research, blood alcohol information, and racial and ethnic group comparisons.

Population and Demographics

[Washington State Data Book](#)

- A comprehensive collection of various statistical facts about the State of Washington compiled from various federal and state agencies.

Census

The Census occurs every 10 years as a mandate originating on the U.S. Constitution to determine representation in Congress. Today, census numbers determine representation in Congress, state legislatures, and local jurisdictions and distribution of funding for federal programs. Census numbers also determine services to schools, transportation and health care. Tribes must be counted to ensure a fair share of representation and funding of programs over the decade.

Many tribal programs and funding sources require population and demographic information for writing grants, and filling out applications for funding. Census information is the official standard for federal funding applications and grants.

One of the most frequently discussed issues about the 2000 Census is the question on race. For the first time, respondents could identify with more than one race group. The revision in this category makes the 2000 Census data on race not comparable to the 1990 information.

Census Data for Transportation Planning

- TRB Website with useful information on how to use Census data in transportation planning.

WA State Census 2000, Office of Financial Management

- Official census data website for the State of Washington with links to several resources on demographic information and research.

Native Health Database, University of New Mexico Health Sciences Library

- A database containing bibliographies and abstracts of health-related articles, reports, surveys, and other resource documents pertaining to the health and health care of American Indians, Alaska Natives, and Canadian First Nations.

WSDOT Research Office Processes and Forms

- The WSDOT Research office solicits research proposals, read more about how at their webpage.

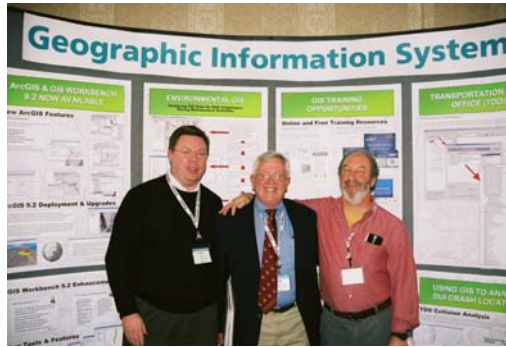
RITA, Research and Innovative Technology Administration National Transportation Library

- RITA coordinates transportation information from all USDOT sources in one place. One of the best places to get transportation data, research, policy information, and safety-related information.

Research

WSDOT'S Geographic Services Office

GIS and Maps



WSDOT's Geographic Services Office provides aerial photography, specialized survey, mapping, and geographic information systems products and services. The products are available in traditional printed formats (maps and photographs), or digital (CADD and GIS maps, and digital images). Digital images include scanned photographs and maps, formatted for detailed design work. Copies of products

developed for WSDOT use are available to the public. Here is a menu of services offered by the Geographic Services Office:

Geospatial Data

[Transportation Framework Survey Information System \(Monuments\)](#)
[About Photogrammetry](#)
[3D Terrestrial Laser Scanning](#)

Aerial & Ortho Imagery

[Aerial Digital Imaging](#)
[Aerial Products & Services](#)
[Aerial Negatives Archive](#)
[Photogrammetry Orthophotos](#)

Other WSDOT Data

[Transportation Data Office](#)
[Cartography and GIS](#)
[State Highway Log](#)
[WSDOT Engineering Publications](#)

Map Products

[Order WSDOT Maps](#)
[WSDOT Paper Maps](#)
[WSDOT Digital Maps](#)
[Washington State Highway Map](#)

Publications & Folios

[Geographic Services Folio PDF \(pdf 1.64 mb\)](#)
[2007 Flood Mapping](#)
[Mapping Case Studies](#)
[WA-Trans Folio](#)
[High Precision Mapping](#)
[Location and Contact Info](#)

[Aerial Photography Sales](#)
[Photographic Products & Services](#)

Photo above: From left, Kirk Vinish, Brian Smith, Jim Longley. Nov 2008 Planning Symposium, Spokane, WA

FHWA's GIS in Transportation Webpage

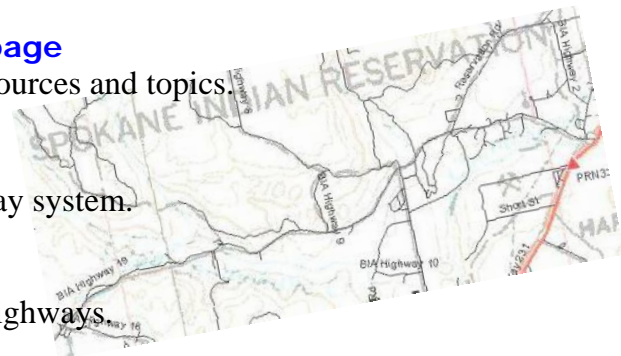
- FHWA provides several links to GIS resources and topics.

WSDOT's State Route Web (SRWeb)

- View digital images of the state's highway system.

WA State Highway Log

- Contains statistics and data on all state highways.



Safety Resources

Incorporating Safety

Safety is perhaps the most significant tribal transportation issue, but recognition of that fact has not been a major part of tribal transportation programs and planning for reservations in the past, nor has the issue been linked to the Indian Reservation Roads (IRR) programs on many reservations. American Indian people are clearly aware of the pain, suffering, losses, and costs of vehicular crashes on reservations within their own families, friends, and tribal members. New publications have finally provided detailed data on the costs of crashes, the number of injuries and fatalities, which can establish safety as a critical issue which must be recognized and addressed on every reservation.

The data also demonstrates that the number of these crashes can be dramatically reduced through tribal safety programs and local tribal action linked to federal funding. It is imperative for tribes to take action. The processes for tribes to work with transportation planners, engineers and transportation program staff, along with tribal leaders and the general public, to become aware of the critical nature of traffic safety on each reservation allow tribes to become empowered to make changes which will reduce crashes and improve safety.

American Indian Tribal Transportation Safety is a critical component of safe highways throughout the state and federal governments, as well as for tribes and American Indian organizations. New initiatives at all levels will continue to recognize this critical issue on and near reservations.

Incorporating safety into the transportation planning process is a key activity to reverse the high incidence of fatal crashes and injuries tribal highways. The poor condition of the roads, remote communities, and lack of funding are all contributing factor to these trends.

[Northwest Transportation News \(Volume 13, Number 1\) \(pdf 250 kb\)](#)

- Read more about the importance of incorporating safety into planning in this issue from the The Northwest Tribal Technical Assistance Program (TTAP) Tribal Transportation News bulletin:

The following safety resources include webpage links to a variety of federal, nonprofit and state agencies dedicated to reducing motor vehicle crashes and related injuries. See more safety-related data resources in the Data section previous to this section.

Studies and Data

[National Study: Fatal Motor Vehicle Crashes on Indian Reservations \(pdf 146 kb\)](#)

- 5,962 fatal motor vehicle crashes occurred on roads under the jurisdiction of Indian reservations between 1975 and 2002, an average of 213 fatal crashes per year. In 2002, the number of crashes on reservations reached a new high of 276, representing a 4.5% increase over the previous recorded high of 264 crashes in 1996 and 52.5% increase over the 181 crashes in 1975. Over the years, these crashes have resulted in the loss of 7,093 lives of which 3,322 were drivers 2,717 were passengers and 1,001 were pedestrians.

[Road Safety Audits on Tribal Roads—Case Studies](#)

- The results of four tribal RSAs conducted by FHWA and Federal Lands Highway are available in both HTML and PDF versions.

[Tribal Seat Belt Use Estimate](#)

- Results of a joint NHTSA and BIA's Indian Highway Safety Program survey.

[Integrating Safety Into Tribal Transportation Planning](#)

- Part of the TRB's Safety Tools for Planners, a powerpoint presentation that provides an introduction to safety planning.

Safety Plans, Guidebooks, and Tools

[NHTSA's "Safe Communities" page](#)

- A model process for integrating safety into communities.

[Road Safety Audits](#)

- An online slideshow from the National Highway Institute and FHWA that explains what a Road Safety Audit (RSA) is. RSAs are an effective tool to improve safety and reduce fatalities and injuries.

[Transportation Research Board's Safety Tools for Planners](#)

- Tools to help planners incorporate safety into plans.

[Tribal Highway Safety Improvement Program Model and Implementation Plan for Hazard Elimination Projects Guide](#)

- A guide developed to help Tribes compete for Hazard Elimination Program (HES) funds that are intended to identify and remove hazardous highway locations.

[Uniform Guidelines for State Highway Safety Programs, NHTSA](#)

[Washington State Patrol Driver and Vehicle Information](#)

- A Webpage with tips, tools, and information on traffic safety and traffic laws.

Safety Programs and Websites

AAA Foundation for Traffic Safety

- “Triple A”’s website includes current safety-related articles and links to reports and research.

Bureau of Indian Affairs Highway Safety Program



SAFETEA-LU contains a set-a-side amount for the Bureau of Indian Affairs Highway Safety Program.

This program is based in Albuquerque, NM and continues to expand its programs to serve tribes, including direct funding to tribes for safety projects. Section 402 authorization in

NHTSA treats the Bureau of Indian Affairs as a “State” and administers the “402” dollars through their Region Six office to the BIA Office of Highway Safety which then issues requests for proposals to Tribes.

BIA Indian Highway Safety Program
201 3rd St N.W.
Suite 301
Albuquerque, NM 87102
Phone: (505) 245-2104
Fax: (505) 245-2107

BIA Indian Highway Safety website is not available read the current and past issues of the program newsletter at the [NW TTAP website](#)

Federal Lands Highway Tribal Safety Webpage

- The FLHP webpage provides information on a variety of safety initiatives and links to resources such as videos, safety audits, and plans.

FHWA’s Tribal Traffic Safety Website

- A website created for FHWA by the Inter Tribal Council of Arizona to focus on highway safety issues in Indian country and incorporate traffic safety into tribal programs.

FHWA Safety Main Webpage

- Webpage developed to assist with incorporating safety and implementation of plans.

WTSC’s Tribal Traffic Safety Advisory Board

- The Washington Traffic Safety Commission (WTSC) recognizes the need to direct resources and attention to the high death rates for Native Americans resulting from traffic crashes and that reservation crash data is under-reported. The role of the Advisory Board is to assist tribal governments in securing funding, assist in planning, and providing grants for safety programs and crash data collection and analysis.

Tribal Safety Programs

Governors Highway Safety Association

- Each Governor designates a Governor's Highway Safety Representative to administer the Section 402 State and Community Highway Safety Grant program. The program implements highway safety programs.

Improving Safety In Indian Country

- International Association of Chiefs of Police sponsors the Indian Country Law Enforcement Section, a webpage with safety resource links.

NHTSA's American Indian/Alaska Native Outreach Page

- Designed to provide access to NHTSA's resources targeted to American Indians and Alaska Natives.

National Highway Traffic Safety Administration Main Page

- NHTSA's main page with links to safety resources, research, and data.

Office of Tribal Justice, US Department of Justice (DOJ) website

- DOJ provides links to grant and funding opportunities, public safety and data resources.

Safe Routes to School

- Washington State's Center for Safe Routes to School webpage.

Roadway Safety Foundation Webpage

- A nonprofit organization dedicated to reducing motor vehicle crashes and improving safety.

Tribal Justice and Safety in Indian Country, Department of Justice

- DOJ sponsors this webpage with links to grants and other funding sources for tribal safety programs.

American Indian Health Commission for Washington State

- Website with links to resources on emergency and public health emergency preparedness for Washington Tribes.

Colville Tribes Traffic Safety Task Force, WTSC

- The Washington Traffic Safety Commission sponsors this webpage on the tribe's efforts to integrate safety into tribal programs.

Lummi Nation's Safe Routes to School Program

- A webpage sponsored by the Center for Safe Routes to School in Washington State

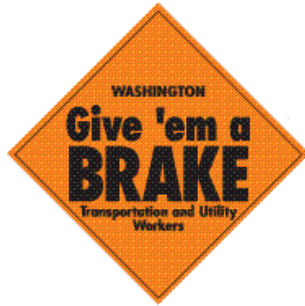
Indian Health Service (IHS) Injury Prevention Program Webpage

- The Injury Prevention Program page has links to resources and articles on injury prevention.

Safety Training

[FHWA's Training Resource Database](#)
[National Highway Institute Training Website](#)

Workzone Safety



[FHWA's Work Zone Mobility and Safety Program Policies & Procedures Manual](#)

- Provides information and points of contact about current best practices for achieving work zone mobility and safety.

[WSDOT Work Zone Resources](#)

- Work Zones are areas of highway with construction, maintenance, or utility work activities that are marked by signs or barriers. Work Zones extend from the first warning sign or light to the END ROAD work sign or temporary traffic control device. Learn more at this WSDOT website.

Cultural Resources



Cultural Resources and History Links

[FHWA's FAQ's on Section 106 Tribal Consultation](#)

- FHWA provides a lot of useful information on 106 Consultation in this FAQ page.

[FHWA's Improving Section 106 Compliance by Improving Relationships webpage](#)

- FHWA recently updated their 106 section and provides this webpage to discuss what works well in 106 consultation with tribes.

[FHWA's Tribal Issues in Historic Preservation webpage](#)

- This webpage provides links to guidance and best practices in tribal consultation.

[WSDOT Cultural Resources](#)

- The Cultural Resources Program coordinates archaeological and historical work for WSDOT and compliance with governing laws.

[Advisory Council on Historic Preservation \(ACHP\)](#)

- ACHP advises the President and Congress on national historic preservation policy.

[Washington State Department of Archaeology and Historic Preservation](#)

- Washington State's primary agency with knowledge and expertise in historic preservation. The site has an online map tool for location designated historical sites.

[Fees in the 106 Review Process](#)

- Advisory Council on Historic Preservation on tribal roles in the 106 process

[US Army Corp of Engineers Cultural and Historic Resources](#)

- Describes the Corp's tribal consultation policy and procedures and permitting procedures.

[WSDOT Ethnobotany](#)

- Describes WSDOT's work in the field of ethnobotany.

*Photo: The Root Digger,
silhouette of bronze
sculpture by Colville
Tribal Member artist
Smoker Marchand.*

Environment and Planning

[U.S. Fish and Wildlife Native American Liaison Page](#)

[U.S. Army Corp of Engineers, Permits](#)

- Visit the U.S. Army Corp of Engineers for permit information for working in navigable waters of the U.S.

[FHWA/Environment Historic Preservation/Tribal Issues](#)

- This webpage explains FHWA's position on the government-to-government relationship and process for consultation with tribes on federal-aid projects.

[Washington State Department of Fish and Wildlife Salmon Recovery page](#)

- This page provides information on how to participate in the statewide salmon recovery efforts.

[Washington State Department of Ecology](#)

- Ecology's website provides information on the state's efforts to manage water, reduce toxic threats and protecting and restoring the environment.
-

[FHWA's SAFETEA-LU Environmental Provisions and Related Information Page](#)

[WSDOT's Environmental Procedures Manual \(online\)](#)

[Environmental Streamlining, FHWA](#)

- FHWA's website on expediting projects through environmental review.

[Environmental Review Process Fact Sheet, FHWA](#)

- FHWA's summary of SAFETEA-LU changes regarding streamlining the process for environmental review.

[Environmental Stewardship and Transportation Infrastructure Project Reviews](#)

- USDOT's webpage on [Executive Order 13274](#), to streamline environmental review.

[FHWA's Interagency Guidance: Transportation Funding for Federal Agency Coordination Associated with Environmental Streamlining Activities](#)

- FHWA's position on cost reimbursement agreements for environmental project review.

Federal and State Agencies

Online Environmental Manuals

Environmental Project review & Streamlining

FHWA's Letter to Chief Counsel's Office to the Rhode Island Division regarding Federal-Aid Participation in Payments for Tribal Services under the National Historic Preservation Act

- FHWA will issue a letter of opinion on reimbursing tribal governments.

Fees in the 106 Review Process

- Advisory Council on Historic Preservation on tribal roles in the 106 process

AASHTO's Center for Environmental Excellence Tribal Consultation Page

- A website with links to resources on tribal consultation and transportation projects.

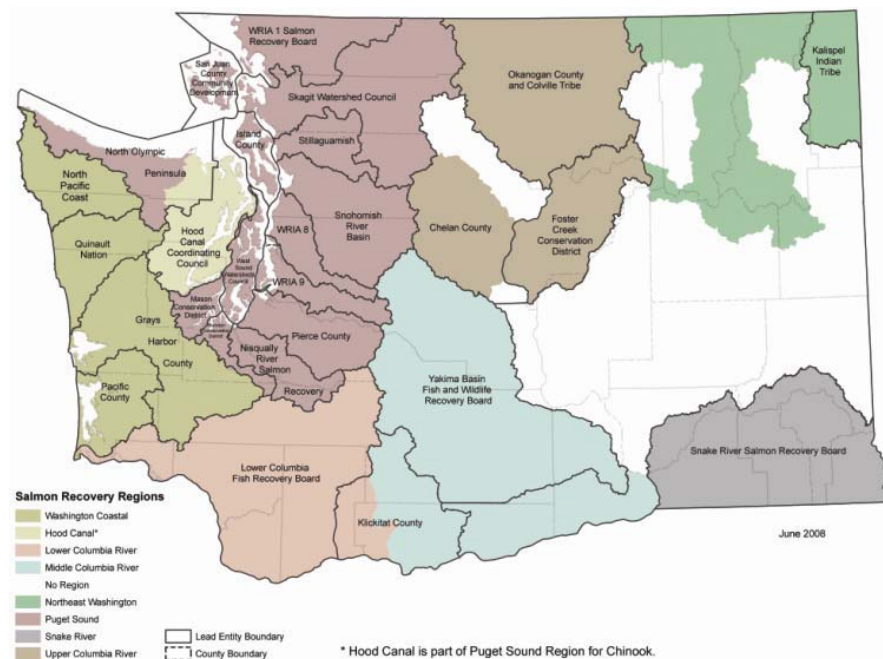
Governor's Office of Regulatory Assistance

- Washington State Environmental Permitting Information

Governor's Salmon Recovery Plan

- Governor Gregoire places a high priority on salmon recovery. **The Governor's Salmon Recovery Office** and the **Council of Salmon Recovery Regions** coordinates and organizes the implementation of recovery efforts statewide.

Environmental Permitting



Governor's Salmon Recovery Office Map December 2008

Training and Technical Assistance Providers

Technical Assistance Providers

NW Tribal Transportation Assistance Program (TTAP)

- The NW TTAP provides training, research, and assistance to tribal governments to address present and future transportation needs. TTAP provides direct assistance through training and access to help tribes wade through the complexities in tribal transportation—RIFDS and the IRR Inventory, IRR Funding Formula, Tribal Transit, Funding, Capacity building, Planning, etc.).

NW TTAP is located at Eastern Washington University in Cheney, WA:

<http://www.ewu.edu/x1036.xml>

Municipal Research and Services Center (MRSC)

- The Municipal Research and Services Center (MRSC) is a non-profit, independent organization created whose mission is "working together for excellence in local government through professional consultation, research and information services."

Indian Reservation Roads Program Coordinating Committee

- The official webpage for the Coordinating Committee is located at the Michigan Tech TTAP page.

NW TTAP IRRPCC Page

- The Northwest TTAP maintains links to all of the IRRPCC information and current projects.

Tribal Transportation Planning Organization

- The TTPO is a good starting point for tribal transportation planners who want to become familiar with the latest issues of concern for transportation issues in Indian country.

National LTAP Webpage

- Visit the National LTAP webpage to learn about the latest training and classes offered.

Training Resources



Transportation planning training courses are offered by the [National Highway Institute](#) (NHI), the [National Transit Institute](#) (NTI), The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the [Travel Model Improvement Program](#) (TMIP), and other organizations offering NHI, NTI, and FHWA recognized courses.

A number of planning courses are available from the FHWA, FTA, and other resources that relate directly and indirectly to Metropolitan planning issues. For more information, go to the [TPCB Training and Education](#) page.

Additionally, the [Local Technical Assistance Program \(LTAP\)/ Tribal Technical Assistance Program \(TTAP\)](#) is composed of a national network of centers — one in every state, Puerto Rico and regional centers serving tribal governments. The LTAP centers enable local counties, parishes, townships, cities and towns to improve their roads and bridges by supplying them with:

- A variety of training programs
- An information clearinghouse
- New and existing technology updates
- Personalized technical assistance
- Newsletters

[Funding for LTAP-sponsored training](#)

- IRR monies can be used for certain training as specified in 25 CFR.

[Section 106 Training, ACHP](#)

- The Advisory Council on Historic Preservation online guide to training.

[WSDOT Highways and Local Programs Training for Local Agencies](#)

- The Local Technical Assistance Program (LTAP) training program provides training for local agencies receiving federal funding for projects.

Publications and Online Guides

The Transportation Planning Process: Key Issues, A Briefing Book for Transportation Decisionmakers, Officials, and Staff

- An online guide on the transportation planning process and major policy and planning issues

A Citizen's Guide to Transportation Decisionmaking

- FTA & FWHA's guide to understanding how transportation decisions are made.

Indian Reservation Roads Program, Transportation Planning Procedures and Guidelines

Transit at the Table: A Guide to Participation in Metropolitan Decisionmaking and Executive Summary

- This report presents the observations, perspectives, and recommendations of a cross-section of transit agencies from large metropolitan areas on how to secure strategic positions in the metropolitan planning process. More importantly, the report can be a guide on how to use those positions to win policy and program support for priority transit services. The challenges to achieving full decisionmaking partnerships in regional settings, the most effective strategies for addressing these challenges, and the rewards of partnerships are presented by transit industry leaders using their own experiences. (January 2005)

Transportation Decision Making Information Tools for Tribal Governments: Developing A Long Range Transportation Plan Module — FHWA-HEP-05-053.

- This module, *Developing a Long-Range Transportation Plan (LRTP)*, provides Tribal decision-makers and planners with a summary of the fundamental process for developing a LRTP. This module offers a general framework for developing a LRTP and provides examples of noteworthy practices by several Tribal organizations.

Transportation Decision Making Information Tools for Tribal Governments: Developing A Long Range Transportation Plan Summary — FHWA-HEP-05-052.

- This document supplements publication FHWA-HEP-05-053 as an executive summary of the full module by providing a general framework for developing a Long Range Transportation Plan.

Transportation Decision-Making information Tools for Tribal Governments: Developing the Tribal Transportation Improvement Program

- FHWA's guide to provide Tribal planners with an overview of the process for developing a TTIP.

Tribal Transportation Programs, TRB NCHRP synthesis 366 (pdf 1.2 mb)

- TRB's report on tribal transportation programs with an overview and description of tribal transportation programs, services, and issues.

How to Engage Low-Literacy and Limited-English-Proficiency Populations in Transportation Decisionmaking

- FHWA assembled best practices in identifying and engaging populations with limited English-proficiency.

WSDOT Gray Notebook Quarterly Performance Report

Chapter 3 – Tribal Transit



*Pahto Public Passage, Yakama Nation Public Transit System Bus,
Toppenish, Washington*

Introduction



For the first time, congress recognized the need for a specific Public Transportation program to begin to address Tribal Transit needs. SAFETEA-LU established the Tribal Transit Program. The program purpose is to provide **public transportation on Indian reservations** through a set aside of Other-Than-Urbanized area Program funds (5311 Program) for direct grants to Indian Tribes. Northwest Tribes garnered over 30% of the funds available for the 2006 competitive grants. Tribal Transit Program funds do not replace or reduce the amount of funds received through the State 5311 program application.

Tribes interested in subsequent years funding should review all information available on the FTA website “**Applying for and Managing Grants**” as well as being aware of future announcements that will be posted on the **Grants.Gov** website.

Federal Transit Administration

As authorized by the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* of 2005 (SAFETEA-LU), the FTA supports locally planned and operated public mass transit systems throughout the United States.

Grants and Financing

FTA helps communities support public transportation is by issuing grants to eligible recipients for planning, vehicle purchases, facility construction, operations, and other purposes. FTA administers this financial assistance according to authorization.

SAFETEA-LU authorizes specific dollar amounts for each program. Each year Congress provides an annual appropriation which funds the programs specified in SAFETEA-LU. Upon receiving this appropriation, FTA apportions these funds according to formulas and earmarks. These FTA apportionments are published annually in the [Federal Register](#).

Generally, FTA funds are available to designated recipients that must be public entities (i.e. states, cities, towns, regional governments, transit authorities, tribes, etc.) with the legal authority to receive and dispense federal funds. The recipients of these grants are responsible for managing their projects in accordance with federal requirements. FTA conducts oversight reviews to ensure that these requirements are met.

FTA Grant Programs

FTA administers several grant programs, each program is referred to by name and by a number that correlates to the section number of Title 49 of the United States Code. Each grant program listing has an Overview page that describes the program, and a Related Items page that contains other relevant information. For information on applying for any of FTA's grant programs, please visit the "[Applying for and Managing Grants](#)" portion of the website.

- [Metropolitan & Statewide Planning \(5303, 5304, 5305\)](#)
- [Large Urban Cities \(5307\)](#)
- [Clean Fuels Grant Program \(5308\)](#)
- [Major Capital Investments \(New Starts & Small Starts\) \(5309\)](#)
- [Rail and Fixed Guideway Modernization \(5309\)](#)
- [Bus and Bus Facilities \(5309, 5318\)](#)
- [Transportation for Elderly Persons and Persons with Disabilities \(5310\)](#)
- [Rural and Small Urban Areas \(5311\)](#)
- [Rural Transit Assistance Program \(5311\(\(b\)\(3\)\)\)](#)
- [Public Transportation on Indian Reservations \(5311\(c\)\)](#)

- **Transit Cooperative Research Program (5313)**
- **National Research & Technology Program (5314)**
- **Job Access and Reverse Commute Program (5316)**
- **New Freedom Program (5317)**
- **Alternative Transportation in Parks and Public Lands**
- **University Transportation Centers Program (TEA-21 5505)**
- **Over the Road Bus Program/Over the Road Bus Accessibility (TEA-21 3038)**
- **Flexible Funding for Highway and Transit**
- **National Fuel Cell Technology Development Program (SAFETEA-LU 3045)**

WSDOT Public Transportation Consolidated Grant Program

- Federally-recognized Tribes are eligible for Tribal Transit funds for projects listed in SAFETEA-LU, section 5311, under the State program. Grants are available for start-up transit systems, existing services, planning, and capital expenses.

FTA's Grant Webpage and Transportation Electronic Aware Management (TEAM) system

- FTA's grant page provides information on grant requirements, and downloadable reports and publications.
- Tribes can apply directly through FTA either online through the TEAM system or follow the latest information on tribal transit.
- The WSDOT consolidated grant program requires that transit projects are in a RTPO-developed Coordinated Human Services Transportation Plan (CHSTP).
- The CHSTP is developed by the RTPO in coordination with tribes and other parties and the tribal transit project **must** be included in it to qualify for the funding through WSDOT. There are four FTA funding programs:
 - 5310 Elderly & Handicapped program – vehicle purchases
 - 5311 Rural Mobility Program – rural regions only
 - 5316 JARC – Job Access and Reverse Commute, and
 - 5316 New Freedom (access beyond ADA).

How to Apply

5309 Bus and Bus Facility Earmarks

Federal Earmarks

- Region 10 directive on earmarks. With the exception of direct tribal transit project earmarks, all Federal Transit Administration (FTA) earmarks under SAFETEA-LU must be in the STIP.

Transit Resources

American Recovery and Reinvestment Act of 2009 (ARRA) Public Law 111-5 Indian Reservation Roads (IRR) Program FAQs

- This FHWA webpage explains the tribal distribution and how funds are distributed.

IRR Program Allowable Use of Funds (25 CFR 170.143-155)

- This is an excerpt from the Federal Register explaining how IRR monies can be used.



Public Transportation on Indian Reservations (5311 (c))

- FTA's SAFETEA-LU tribal transit program webpage.

Transportation in Indian Country: Getting Started

- **Great Website!** U.S. Department of Health and Human Services, Administration for Children and Families has an excellent webpage on the tribal transit program. The site includes **downloadable Worksheets** to assist with vehicle inventory, funding sources, identifying human and agency resources, and vehicle usage.

Coordinating Public Transportation with Other Federal Programs

- U.S. Department of Health and Human Services, Administration for Children and Families website identifies federal funding sources for tribal transit.

Us in a Bus: A Transportation Manual for Head Start Programs

- A handbook for head start programs and transporting head start students.

*Photo: Tom Hansen,
WSDOT, Allie
Queahpama and Teri
Johnson-Davis, Yakama
Nation Pahto Public
Passage Transit*

Community Transportation Assistance Project (CTAP)

- Sponsored by the Community Transportation Assistance Program, CTAP provides technical assistance, training, workshops and transit materials.

Technical Assistance for Rural and Tribal Communities (CTAA)

- Technical assistance is provided for planning and other transit activities.

Transit at the Table: A Guide to Participation in Metropolitan Decisionmaking

- This report presents the observations, perspectives, and recommendations of a cross-section of transit agencies from large metropolitan areas on how to secure strategic positions in the metropolitan planning process. More importantly, the report can be a guide on how to use those positions to win policy and program support for priority transit services. The challenges to achieving full decisionmaking partnerships in regional settings, the most effective strategies for addressing these challenges, and the rewards of partnerships are presented by transit industry leaders using their own experiences. (January 2005)

National Transit Database

- 5307 and 5311 grant recipients are required to submit data to the National Transit Database. The Federal Transit Administration has established the National Transit Database, an internet-based reporting system that is the primary source for information and statistics on transit systems in the U.S.

Chapter 4: Financial Resources



Bulldozer operator Margie Wells, Nisqually Tribe during construction of the Nisqually Elder's Pathway (2005). Photo courtesy of Jim Longley

Introduction

Funding a Tribal Transportation program or project is challenging. The IRR Program has evolved into a tribal shares program dependent upon the IRR Inventory. Out-of-date inventories create a state of underfunded tribal transportation programs because needs are not accurately expressed. Actual receipt of funds depends on various factors such as the timing of Self-Determination agreement approvals, approval of TTIPs, etc. Timing of these various factors can conflict and cause inefficiency, tribes can't use the money until contracts are in place and TTIPs are approved. The BIA mandate to get money to tribes within 30 days is ineffective if approved contracts and TTIPs are not in place. The process is only as efficient as its most inefficient part.

FHWA Tribal Transportation Webpage

- The FHWA Tribal Transportation website describes how the different transportation programs are funded and how to obtain funding for tribal projects.

Below are direct links to USDOT websites:

FEDERAL AID PROGRAMS

[Bridge](#)

[CMAQ](#)

[Emergency Relief](#)

[Intersection and Corridor Safety](#)

[Rural County Two-Lane Roadway](#)

[STP Regional](#)

[Transportation Enhancements](#)

STATE PROGRAMS

[Pedestrian and Bicycle Safety](#)

[Safe Routes to Schools](#)

FEDERAL DISCRETIONARY PROGRAMS

[Bridge](#)

[Corridor Planning/Border Infrastructure Program](#)

[Ferry Boat Discretionary](#)

[Innovative Bridge Research and Construction](#)

[ITS Integration Program](#)

[National Historic Covered Bridge Program](#)

[Public Lands Highway](#)

[SAFETEA-LU High Priority Projects](#)

[Scenic Byways](#)

[Transportation & Community & System Preservation Pilot Program](#)

[Value Pricing Pilot Program](#)

Overview of the Funding Process

How Federal Funding is Authorized

The federal government periodically passes a surface transportation act, which provides funding for transportation programs. Surface transportation acts were passed in 1979, 1982, 1987, 1991, 1998 and most recently in 2005. The 2005 Act, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), authorized surface transportation program for five years (FFYs 2005-2009).

Surface transportation acts generally do the following: Add, eliminate, or modify transportation programs; set authorization levels that define the maximum amount of money that can be expended for surface transportation programs; make special requests, such as for studies and demonstration projects; and provide direction to the US. Secretary of Transportation for the allocation of discretionary funds.

Highway programs are financed primarily from the Highway Account of the Federal Highway Trust and, with some small federal General Fund resources used for specific, identified projects and programs. Transit programs are enacted from both the Federal General Fund and the Mass Transit Account of the Highway Trust fund. The Highway Trust fund receives most of its revenue from taxes on gasoline and diesel fuels -- currently at rates of 18.4 cents and 24.4 cents per gallon, respectively. Federal taxes on tires, trucks and trailers and interest earnings provide the remainder of the Trust Fund revenues.

American Recovery and Reinvestment Act of 2009 (ARRA) Public Law 111-5 Indian Reservation Roads (IRR) Program FAQs

- This FHWA webpage explains the tribal distribution and how funds are distributed.

Indian Reservation Roads



SAFETEA-LU provides a significant change in the administration of the IRR program. The law and regulations give tribes maximum flexibility in how they want to administer the Indian Reservation Roads Program. A Tribe may chose to contract or compact any or all of the program under rules established for the Indian Self Determination & Education Assistance Act. The Tribe may choose to have the Bureau of Indian Affairs administer the program on their behalf and after passage of SAFETEA-LU tribes were also given the option of contracting directly with the Department of Transportation. These direct funding agreements are administered by the Federal Lands Highway Office.

Up to 25% of a tribe's IRR program funds may now be used for the purpose of road and bridge maintenance, although the Bureau of Indian Affairs (BIA) will retain primary responsibility for IRR maintenance programs through DOI appropriations. A limitation on the program and oversight expenses for the BIA is provided, although BIA project administrative expenses have been added to the amount.

An Indian tribe may enter into a road maintenance agreement with a State to assume the responsibilities of the State for roads in and providing access to Indian reservations. A new position in DOT is established for a Deputy Assistant Secretary of Tribal Government Affairs. A total of \$70 million is authorized separately (no longer a set-aside) through 2009 for improving structurally deficient or functionally obsolete IRR bridges. [1119]"

The Indian Reservation Roads Program is administered through a Stewardship Agreement between the Federal Lands Highway Office and the Bureau of Indian Affairs. After administrative takedowns, "Tribal Shares" of Indian Reservation Roads Program dollars are made available to tribes. Tribal Shares are based on a combination of factors with the predominate factors being Vehicle Miles Traveled, Cost to Improve, and Population. Funds are also set-a-side for High Priority and Emergency Projects. The program administration follows regulations at [Federal Register—25CFR 170, Indian Reservation Roads Program, Final Rule](#) (pdf 854 kb).

[IRR Program Allowable Use of Funds \(25 CFR 170.143-155\)](#)

- Here is an excerpt from the Federal Register explaining how IRR monies can be used.

Federal Lands Highway Programs

The Office of Federal Lands Highway (FLH) provides program stewardship and transportation engineering services for planning, design, construction, and rehabilitation of the highways and bridges that provide access to and through federally owned lands. FHWA's initial partnership began with the U.S. Forest Service in 1914 and expanded to the National Park Service in 1926. **The 1982 Surface Transportation Assistance Act** created the Federal Lands Highway Program (FLHP).

The Office of Federal Lands Highway (FLH) works with numerous agencies. Approximately 30 percent of the land in the United States is under jurisdiction of the Federal government. The federal land management agencies (FLMAs) are: the Bureau of Indian Affairs (BIA), U.S. Forest Service (USFS), National Park Service (NPS), Fish and Wildlife Service (FWS), Bureau of Land Management (BLM), Military Surface Deployment and Distribution Command (MSDDC), U.S. Army, U.S. Army Corps of Engineers (USACOE), U.S. Navy, Tennessee Valley Authority, and the Bureau of Reclamation (BOR). The FLH also works closely with many State and Territorial partners.

The Federal Lands Highway Program (FLHP) is subdivided into five core areas, namely, the Forest Highway (FH) Program, Park Roads and Parkways (PRP) Program, Public Lands Highway Discretionary (PLHD) Program, Indian Reservations Roads (IRR) Program, and the Refuge Roads (RR) Program. The FLHP is administered through partnerships and interagency agreements between FHWA's Office of Federal Lands Highway and FLMAs and Tribal customers. The FLHP also supports other important FLMA partners by providing funding (about \$6 million per year total) for integrated transportation planning, bridge inspections and other technical assistance activities.

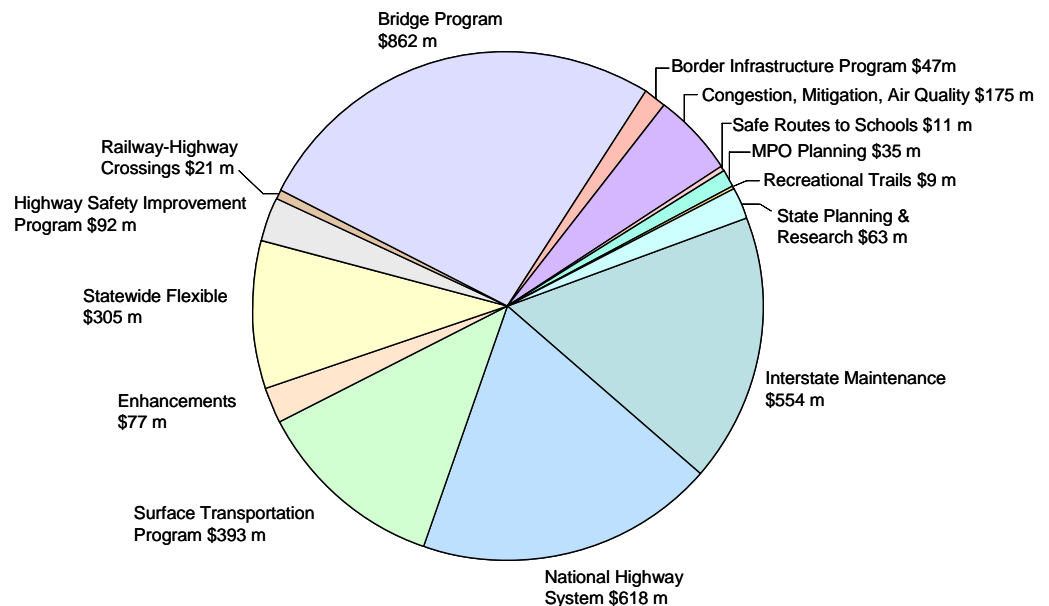
FY 2004-2009 SAFETEA-LU Authorizations (In Millions)

Program	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Indian Reservation Roads	\$275.0	\$300.0	\$330.0	\$370.0	\$410.0	\$450.0
Park Roads and Parkways	\$165.0	\$180.0	\$195.0	\$210.0	\$225.0	\$240.0
http://www.fhwa.dot.gov/flh/forest.htm Forest Highways	\$162.4	\$173.3	\$186.7	\$186.7	\$193.3	\$200.0
http://www.fhwa.dot.gov/flh/forest.htm Public Lands Highway Discretionary	\$ 83.6	\$86.7	\$93.3	\$93.3	\$96.7	\$100.0
Refuge Roads	\$ 20.0	\$29.0	\$29.0	\$29.0	\$29.0	\$29.0

SAFETEA-LU Overview of FHWA Formula Funds in Washington

Apportionment (a.k.a. contract authority) is a type of federal budget authority established by Congress as part of an authorizing act for transportation. Congress establishes the size of federal programs (e.g. Interstate Maintenance (IM), Surface Transportation Program (STP), National Highway System (NHS), Bridge, etc.) to direct states on how or where they intend the funds to be spent. Apportionments are distributed to states based on formulas. The chart below shows the SAFETEA-LU total apportionment by program to Washington State.

SAFETEA-LU • Total Apportionments* 2004-2009 • \$3.263 Billion



*Excludes high priority projects.

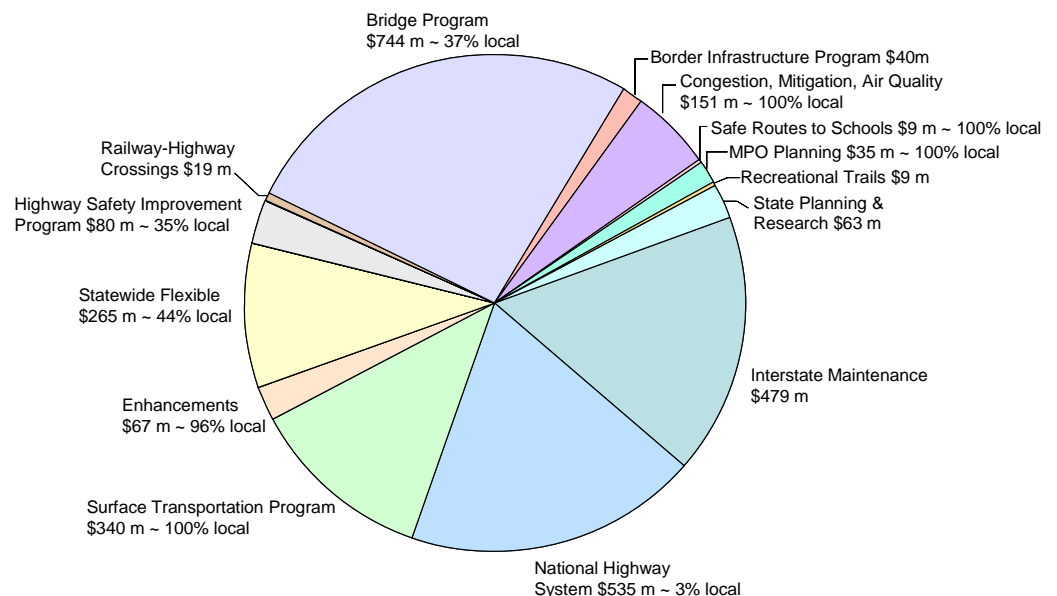
Obligation authority (a.k.a. spending authority or obligation limitation) is the ceiling or total amount of commitments of federal apportionment that can be made within a year. Congress sets this ceiling or limit as part of the federal appropriation bills to control federal expenditures annually. A state can only spend apportionment up to the amount of obligation authority it receives in any year. Each year, states accumulate more unobligated apportionment since Congress never gives a state the authority to obligate all of its apportionment. At any point in time every state has a remaining balance of apportionment, that it will never be able to obligate (use to fund projects). For Federal Fiscal Year (FFY) 2007, Washington State received \$590 million in apportionment, but only \$533 million in obligation authority.

The chart below shows the estimated obligation authority by program that Washington is expected to receive. In addition, for each program we have identified the percentage share of the program that has been determined to go to localities based on federal law and legislative action, through various project selection processes. (WSDOT has assumed 85% obligation authority for budget development.)

When comparing the apportionment and obligation authority charts, you will note that the dollar amounts for the Metropolitan Planning Organization (MPO) Planning, Recreational Trails and the State Planning and Research programs are equal. Washington has historically provided these three programs with an equal amount of obligation authority per apportionment. This practice proportionately reduces all the other programs obligation authority.

The charts below provide the estimated obligation authority by program localities and WSDOT are expected to receive, as of March 2007, which is approximately 37%/63% respectively. WSDOT Highways & Local Programs utilizes less than two percent annually for administration of the federal program for localities. The administration is funded from the two largest programs, bridge and surface transportation program (STP).

SAFETEA-LU • Total Obligation Authority 2004-2009 • \$2.837 Billion



SAFETEA-LU TITLE II– Highway Safety

Section by Section Description

Title II of SAFETEA-LU is all about programs administered by the National Highway Traffic Safety Administration. If one were to try and describe the difference between the Title I Safety Programs and the Title II Safety Programs, it might be easiest to think of Title I as having the most impact on the Engineering aspects of highway safety, and Title II programs having the most impact on the Educational or behavioral aspects of highway safety. Of course both factors must work together, along with Enforcement, to have the most effective impact on highway safety issues. The three E's as they are called – Engineering, Education and Enforcement make up the basis for many of the safety programs we see today.

Many of the Sections and programs identified in SAFETEA-LU are better known by section number in Title 23 United States Code. The following summary information from NHTSA provides the information by the section number in SAFETEA-LU and were applicable by section number in the U.S. Code. For example if you look at Section 2002 Highway Safety Programs, you will see it refers to Section 402 of the code and we often just refer to this program as the “402” safety program. This is an important program for tribes as it is the only program where a “set-a-side” for tribal programs is authorized, and SAFETEA-LU provided an increase in the set-a-side from $\frac{3}{4}$ of one percent to two percent. These dollars estimated below, are transferred from the NHTSA central office to NHTSA Region 6 and then transferred to the Bureau of Indian Affairs Highway Safety Office in Albuquerque from which the program is administered.

STATE AND COMMUNITY HIGHWAY SAFETY GRANTS					
Year	2005	2006	2007	2008	2009
Authorization	\$163.68 M	\$217 M	\$220 M	\$225 M	\$235 M
Tribal Program est.	\$3,273,600	\$ 4.340 M	\$ 4.4 M	\$4.5 M	\$ 4.7 M

Here is a section-by-section description of the SAFETEA-LU Title II Safety Programs.

(Sec. 2001) Authorization of Appropriations.

Provides authorizations of appropriations out of the Highway Trust Fund (other than the Mass Transit Account) for each of FYs 2005-2009 for Sec. 402 highway safety programs, Sec. 403 highway safety research and development, Sec. 405 Occupant Protection Incentive Grants, Sec. 410 Alcohol-Impaired Driving Countermeasures

Incentive Grants, and National Driver Register, and for each of FYs 2006-2009 for Sec. 406 Safety Belt Performance Grants, Sec. 408 State Traffic Safety Information System Improvements, Section 2009 (of this title) High Visibility Enforcement, Section 2010 (of this title) Motorcyclist Safety, and Section 2011 (of this title) Child Safety and Child Booster Seat Safety Incentives. Also, provides authorizations of appropriations out of the Highway Trust Fund (other than the Mass Transit Account) for Administrative Expenses for each of FYs 2006-2009.

402 Safety Funds Highway Safety Programs (Section 2002)

Section 402

- Sets the minimum requirements for State highway safety program compliance. States adopt statewide Performance Plans and Highway Safety Plans to become eligible for 402 monies. Makes various amendments to the Sec. 402(a) guidelines. Amends the requirements for uniform guidelines for state highway safety programs to repeal the requirement for programs to increase public awareness of the benefit of motor vehicles equipped with airbags. Requires NHTSA to develop a new guideline to: reduce accidents relating to unsafe driving including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles. Establishes a new reporting criteria for States on aggressive driving, fatigued driving, and distracted driving.

Strikes the 5 percent deduction for administrative expenses in Sec. 402(c), and increases the minimum apportionment to the Secretary of the Interior for the Indian tribes from $\frac{3}{4}$ of 1 percent to 2 percent.

Adds various administrative requirements that a State must meet if the Secretary is to approve the State's highway safety program. Prohibits the Secretary from approving a state highway safety program that does not include, among other things, satisfactory assurances that the state will implement activities in support of certain national highway safety priorities that also reflect data-related crash factors within a state including national mobilizations, sustained enforcement, an annual statewide safety belt use survey and development of statewide data systems.

Adds two subsections—(l) and (m)—to Sec. 402: (l) Law Enforcement Vehicle Pursuit Training, which requires States to actively encourage all relevant law enforcement agencies in the State to follow guidelines set for vehicular pursuits issued by the International Association of Chiefs of Police, and (m) Consolidation of Grant Applications, which directs the Secretary to establish an approval process by which States **(including the BIA for Indian tribes)** may apply for all grants under chapter 4 through a single application with one annual deadline. Strikes the 5 percent deduction for administrative expenses in Sec. 405(d).

(Sec. 2003) Highway Safety Research and Outreach Programs (Sec.403).

Section 403

Demonstration grants are available through 403 to fund projects that develop new approaches to reduce traffic fatalities and injuries. Requires the Secretary to conduct research on: (1) all phases of highway safety and traffic conditions; (2) driver behavior; (3) fatigued driving and distracted driving, including the effect of the use of electronic devices and other relevant factors; (4) training or education programs; (5) traffic safety countermeasures; and (6) driver education programs; (7) older drivers; (8) demonstration projects; (9) motorcycle safety, including impaired driving.

(Sec. 2004) Occupant Protection Incentive Grants (Sec. 405)

Section 405

Section 403 is a grant program to States intended to increase the use of safety belts and child safety seats through State law changes and State-sponsored education efforts. Changes the amount of a grant from 25% of amount apportioned under FY 1997 Section 402 to 100% of the amount apportioned in FY 2003. Retains other 405 provisions and grant criteria.

(Section 2005) Safety Belt Innovative Grants

Section 406

- SAFETEA-LU creates a new program designed to increase the use of safety belts under section 406 of title 23 (Section 2005 of SAFETEA-LU). The Safety Belt Performance Grant replaces the school bus driver training grant program.

Directs the Secretary to make single grants to states that have enacted for the first time after December 31, 2002, and are enforcing, a conforming primary safety belt use law for all passenger motor vehicles, or in the case of a state that does not have such a law, has after December 31, 2005 a state safety belt use rate of 85% or more for two consecutive calendar years preceding the fiscal year of a grant.

(Sec. 2006) State Traffic Safety Information System Improvements (Section 408)

Section 408

Replaces no longer functioning and completed alcohol traffic safety program with traffic safety information system improvement data grants. Directs the Secretary to make grants to eligible states to support the development and implementation of state traffic safety information systems to improve the timeliness, accuracy, and accessibility of safety data of the state needed to identify priorities for national, state, and local highway and traffic safety programs.

Requires States in the first year to have a **traffic records coordinating committee** and a strategic plan and in succeeding years, among other things an assessment or audit of the traffic records system within the preceding 5 years.

Section 410

(Sec. 2007) Alcohol-Impaired Driving Countermeasures (Section 410)

Revises state eligibility requirements for alcohol-impaired driving program grants. To be eligible for a grant, States must meet—out of eight criteria—at least 3 criteria for FY 2006, at least 4 criteria for FY 2007, and at least 5 criteria for FYs 2008 or 2009, or, in the alternative, have an alcohol-related fatality rate of 0.5 or less per 100M VMT.

Grant program criteria include: check point or saturation patrol program, prosecution and adjudication outreach program, testing of BAC, high risk drivers, programs for effective alcohol rehabilitation and DWI courts, underage drinking program, administrative license revocation, and self-sustaining impaired driving prevention program.

(Sec. 2010) Motorcyclist Safety

Directs the Secretary to make a grant to each State that adopts and implements effective programs that reduce motorcycle crashes. Requires states for FY2006 to meet 1 of 6 grant eligibility criteria, and 2 of 6 criteria thereafter in order to receive a grant. Grant program criteria include: motorcycle rider training courses, motorcyclists awareness program, reduction of fatalities and crashes involving motorcycles, impaired driving program that includes specific measures to reduce impaired motorcycle operation, reduction of fatalities and accidents involving impaired motorcyclists, and all fees collected from motorcyclists for funding motorcycle training and safety programs are to be used for such programs.

(Sec. 2011) Child Safety and Child Booster Seat Incentive Grants

Directs the Secretary to make a grant to each state that is enforcing a law requiring that children riding in passenger motor vehicles, who are too large to be secured in a child safety seat, be secured in a child restraint that meets requirements prescribed by the Secretary under Anton's Law. Federal share is 75 percent for the first three years and 50 percent in the fourth year.

Not more than 50 percent per fiscal year can be used by a recipient States for purchase and distribution of seats to low-income families. Remaining amounts used for training, enforcement, and education.

Grant amounts may not exceed 25 percent of the recipient State's FY 2003 Section 402 apportionment. Recipient States shall report obligations, expenditures, and programs.

(Sec. 2012) Safety Data

Requires the Secretary, using Section 403 funds, to collect data and compile statistics on accidents involving motor vehicles being backed up that result in fatalities and injuries. The Secretary is required to transmit a report to Congress not later than January 1, 2009, on these accidents and any recommendations regarding measures to be taken.

(Sec. 2013) Drug-Impaired Driving Enforcement

Directs the Secretary to advise and coordinate with other Federal agencies on how to address driving under the influence of an illegal drug and conduct research on prevention, detection and prosecution of driving under influence of an illegal drug.

Directs the Secretary to develop a model statute for States relating to drug-impaired driving, based on recommendations and findings contained in the report to Congress, noted above, and to provide this model statute to the States no later than 1 year after the date of the submission of the report to Congress.

(Sec. 2014) First Responder Vehicle Safety Program

Directs the Secretary, in consultation with NHTSA, within one year of enactment, to develop a comprehensive program to: 1) promote compliance with State and local laws intended to increase the safe and efficient operation of first responder vehicles; 2) compile best practices; 3) analyze laws; and 4) develop model legislation.

(Sec. 2015) Driver Performance Study

Directs the Secretary to study risks associated with glare to oncoming drivers.

(Sec. 2016) Rural State Emergency Medical Services Optimization Pilot Program

Directs the Secretary to conduct a pilot program in Alaska for optimizing emergency medical services.

(Sec. 2017) Older Driver Safety; Law Enforcement Training

Directs the Secretary to develop a comprehensive research and demonstration program to: 1) provide information and guidelines to older drivers, physicians, and others to enhance older driver safety; 2) improve the scientific basis of medical standards and screening; 3) conduct field tests to assess the benefits and mobility impacts of licensing strategies, assessments, and rehabilitation; and 4) assess the value and improve driver retraining courses for older drivers.

(Sec. 2018) Safe Intersections

Amends Chapter 2 of title 18 USC to prohibit the sale and use of traffic signal preemption transmitters. Mandates fines, imprisonment or both for offenses.

(Sec. 2019) National Highway Safety Advisory Committee Technical Correction

Replaces Department of Commerce with Department of Transportation.

(Sec. 2020) Presidential Commission on Alcohol-Impaired Driving

Outlines Congressional findings on alcohol-related crashes and, in a sense of Congress statement, recommends that the President establish a Presidential Commission on Alcohol-Impaired Driving that will complete work no later than September 30, 2006.

(Sec. 2021) Sense of the Congress in Support of Increased Public Awareness of Blood Alcohol Concentration Levels and Dangers of Alcohol-Impaired Driving

Outlines Congressional findings on alcohol-related traffic crashes and, in a sense of Congress statement, recommends that NHTSA work with State and local governments and independent organizations to increase public awareness of State legal limits on BAC levels and the dangers of alcohol-impaired driving.

(Sec. 2022) Effective Date

Sections 2002 through 2007 (and the amendments and repeals made by such sections) shall take effect October 1, 2005.

SAFETEA-LU Categories for Funds in Washington

Although Tribes have a portion of federal dollars under SAFETEA-LU allocated to the Indian Reservation Roads—Bureau of Indian Affairs program, they are also eligible for most programs under SAFETEA-LU that are generally administered through state Departments of Transportation.

There are three programs that make-up the STP allocations annually distributed to MPOs and county lead agencies. The programs are the National Highway System (NHS), Surface Transportation Program (STP) and Statewide Flexible and all require 13.5% match. Allocations are not released to the localities until the Governor's office has approved the quarterly Transportation Revenue Forecasts reflecting the FHWA apportionment and obligation authority notices for the FFY. MPOs and county lead agencies are required to report annually to WSDOT a summary of their STP project selections.

- The NHS program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Local agencies receive 3% of the funds based on the local share of their lane miles that are on the NHS. WSDOT requests FHWA transfer the annual amount of NHS funds to the STP program.

WSDOT then allocates the STP funds to agencies in lieu of NHS, for ease of administration. The funds are distributed to the MPOs and county lead agencies proportionately based on their relative share of the NHS system. In addition, MPOs and county lead agencies are to ensure their respective NHS routes are given priority in their programming process. Finally, MPOs and county lead agencies are required to certify in their TIP submittals to WSDOT that the NHS facilities have been given priority in their programming process or the NHS facilities are in adequate condition.

- The STP program provides flexible funding that may be used by WSDOT and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. STP funds are distributed to MPOs and county lead agencies for prioritization and selection based on their regional priorities. STP funds are divided into three categories:
 1. Large urban areas (> 200,000 population areas) – the funds are distributed to the Puget Sound Regional Council (PSRC), the Spokane Regional Transportation Council (SRTC) and the Southwest Washington Regional Transportation Council (RTC) based on the MPOs respective levels of urbanized population.
 2. Rural areas (< 5,000 population areas) – the funds are distributed to MPOs and county lead agencies based upon a formula developed under the vintage 1991 Federal Aid Secondary System and the distribution has never been modified. For FFY 2004 a special rule allowed localities to utilize up to 15 percent of the amount reserved for rural areas for rural minor collector improvements. However, for FFY 2005 and 2006, the special rule does not apply.
 3. Other areas in the state (< 200,000 population areas) – the funds are distributed to MPOs and county lead agencies in proportion to their relative share of the non-urbanized population.
- The Statewide Flexible program distribution is left to the discretion of the state. In Washington, the funds were split three ways. With the delay in reauthorization, WSDOT and localities assumed a portion of the funds, based on TEA-21 allocations, resulting in \$132 million and \$85 million respectively. The WSDOT funds are programmed based on the approved transportation budgets. The local portion is distributed to MPOs and county lead agencies in proportion to their relative share of the state's population. The remaining statewide flexible funds were selected for WSDOT and local agency projects as identified by the Governor's office.

There were several other changes to programs based on SAFETEA-LU as well as legislative direction described below.

- Transportation Enhancements – the program provides funding for non-traditional transportation projects such as scenic and historic preservation, pedestrian sidewalks, bicycle paths, landscaping, etc. WSDOT Secretary of Transportation approved projects totaling approximately \$59 million. The 2007-09 Transportation budget identifies projects totaling \$8.2 million (\$4 million to the Bicycle Pedestrian Safety grant program; \$3.5 million Museum of Flight pedestrian bridge; \$0.5 million WSDOT-SR 543 retaining wall design; and \$0.25 million WSDOT-Wildlife Fence).

- Highway Safety Improvement Program (HSIP) – the program was completely revised with the passage of SAFETEA-LU. Projects must help implement the state’s strategic highway safety plan. Washington State’s plan, called “Target Zero” was updated and approved by the Governor in February 2007. In the 2006 and 2007-09 Transportation budgets, funding has been committed to local agency and WSDOT projects and in early 2009 an additional \$25 million of projects will be identified that focus on safety plan priorities and high risk rural roads.
- Railway-Highway Crossing – this program also targets funding to the most critical safety needs identified in the approved strategic highway safety plan. SAFETEA-LU requires 50% of the funding be utilized for protective devices at public crossings. The remaining can be utilized for grade separations and/or protective devices at public crossings. The 2007-09 Transportation Budget commits the funding to four WSDOT projects (\$11 million – Vancouver Rail Project; \$3.92 million – Tacoma Mountain Rail; \$0.2 million – Geiger Spur; and \$3.2 million Tacoma-Pt. Defiance Rail Project).
- Safe Routes to School – this new federal program is to encourage children to walk and bicycle to school. At least 10% and not more than 30% must be used on non-infrastructure related activities and no match is required. Legislation requires WSDOT to issue a call for projects and submit a prioritized list of projects to the legislature and Governor’s office for funding approval. In the 2006 and 2007-09 Transportation budgets a total of \$9 million for 39 local projects was appropriated.
- Border Infrastructure – this new federal program facilitates safe and efficient vehicle and cargo movement across borders between Washington and Canada. Funds are distributed to the state based on the number of incoming commercial trucks and vehicles, weight of incoming cargo transported by trucks and the number of border crossings. The funds must be used within 100 miles of the border. In the 2006 and 2007-09 Transportation budgets one local agency and seven WSDOT projects received funding.
- Also in SAFETEA-LU, the Congestion Mitigation/Air Quality (CMAQ) program identified Thurston County as an eligible area that would receive a portion of these funds. Beginning in 2005 the CMAQ funds are distributed to PSRC, SRTC, RTC, Yakima Conference of Governments (YVCOG) and Thurston Regional Planning Council (TRPC) for projects and programs that reduce transportation related emissions. The distribution of the funds was agreed upon jointly between WSDOT and the MPOs.
- Finally, the bridge program funding split, for SAFETEA-LU, between state and local government bridges is 63/37 respectively. OFM has determined that for the next federal transportation act the funding split for state and local government bridges will be 75/25 respectively.

Washington State Transportation Revenues and Uses of Funds

The State of Washington Department of Transportation (WSDOT) has three major sources of state transportation revenues. The largest revenue source is state gas tax, at \$.28 per gallon, is projected to produce revenues of over \$ 2.5 billion from July 2007-July, 2009. Licenses, permits and fees will produce \$900 million during this time period, while Ferry fees produce approximately \$ 140 million per year.

Federal revenues to the state from July 2007-July 2009 are anticipated to be \$860 million. In addition, the state uses bond sales and TNB bonds to produce an estimated \$2.4 billion. The total state transportation budget for July 2007-July 2009 is \$ 7.59 billion dollars. Operation of this budget for the two-year period and a long-range 16 Year Financial Plan is included in the WSDOT ["Sources and Uses of Funding"](#) Report. The WSDOT Office of Highways and Local Programs provides a website entitled ["Highways and Local Programs Funding Programs for Local Agencies"](#) which provides links to grant programs.

State-Tribal Fuel Tax Agreements under RCW 82.36.450 and RCW 82.38.310

State-Tribal Fuel Tax Agreements

- These revenue-sharing agreements allow the state to refund back to tribal governments taxes paid on fuel delivered to the reservation and used by tribal governments, tribal members, and tribal businesses. Per the agreements with the state, tribes use the funds for transportation programs and transportation planning.

There are two major types of tribal fuel tax agreements in use. The first is a Per Capita Agreement that is based upon a calculated formula using the following three variables to calculate the annual amount of fuel tax refunded to tribes:

- The Average per capita consumption of gasoline
- The number of enrolled tribal members on or near the reservation, and
- The current state fuel tax rate

The second type of agreement currently used is a 75% / 25% split State Tax Agreement where tribes include state tax in all fuel sold at tribally-owned stations and receive back 75% of the state fuel tax revenue collected, and the State retains 25% as state tax.

Department of Licensing State Centennial Accord Plans

- The Washington State Department of Licensing (DOL) administers the agreements on behalf of the state. Review the DOL Centennial Accord Plans description of this service at this link:

Tribal Gas Tax Funds

- Here is a description of the Gas Tax Distribution formula and agreed-upon use of the funds.
<http://hrc.leg.wa.gov/issues/Issues101/Transportation/GasTax.pdf>

Federal and State Grant Programs

Grants.Gov, is the comprehensive government wide website for announcing competitive grant opportunities. Grants.Gov is one of 24 Federal E-government initiatives to improve access to services via the Internet. It is the single, secure Federal website unifying 1000 grant programs from 26 Federal grant-making agencies.

Catalog of Federal Domestic Assistance

- Here is the main resource page for all grant writer's and grant seekers. The CFDA is a list of all grants available from the federal government.

A Guide to Federal-Aid Programs and Projects

- USDOT's guide to project funding and programs.

A Guide to Federal-Aid Programs and Projects

- Web version of USDOT's guide to project funding and programs.

A Guide to Federal-Aid Programs and Projects

- The Federal-Aid Highway Program funds are authorized by Congress to assist the States in providing for construction, reconstruction, and improvement of highways and bridges on eligible Federal-Aid highway routes and for other special purpose programs and projects.

Federal Aid Highway Program

The principal statutes establishing the Federal-Aid Highway Program are found in Title 23, United States Code (23 U.S.C.). Regulatory requirements are generally found in Title 23, Highways, of the Code of Federal Regulations (23 CFR), visit the website **A Guide to Federal –Aid Programs and Projects** for up to date information. There are over 90 federal programs that offer funding for transportation projects that tribes should be aware of. The purposes of these projects meet a wide range of transportation needs. Review all of the listed programs to determine which projects best serve the needs of your tribe.

Financing Federal-Aid Highways (pdf 784 kb)

- For detailed understanding of funding mechanisms in SAFETEA-LU, see **Financing Federal-aid Highways** (pdf 784 kb). In addition, the **Northwest TTAP** offers the course "Introduction to Federal-Aid Financing" which can be scheduled for a location near you.

Department of the Interior/Bureau of Land Management Federal Assistance Grants

- This is the main webpage for funding opportunities from BLM.

FTA Grant Programs

FTA administers several grant programs, each program is referred to by name and by a number that correlates to the section number of Title 49 of the United States Code. Each grant program listing has an Overview page that describes the program, and a Related Items page that contains other relevant information. For information on applying for any of FTA's grant programs, please visit the "[Applying for and Managing Grants](#)" portion of the website.

- [Metropolitan & Statewide Planning \(5303, 5304, 5305\)](#)
- [Large Urban Cities \(5307\)](#)
- [Clean Fuels Grant Program \(5308\)](#)
- [Major Capital Investments \(New Starts & Small Starts\) \(5309\)](#)
- [Rail and Fixed Guideway Modernization \(5309\)](#)
- [Bus and Bus Facilities \(5309, 5318\)](#)
- [Transportation for Elderly Persons and Persons with Disabilities \(5310\)](#)
- [Rural and Small Urban Areas \(5311\)](#)
- [Rural Transit Assistance Program \(5311\(\(b\)\(3\)\)\)](#)
- [Public Transportation on Indian Reservations \(5311\(c\)\)](#)
- [Transit Cooperative Research Program \(5313\)](#)
- [National Research & Technology Program \(5314\)](#)
- [Job Access and Reverse Commute Program \(5316\)](#)
- [New Freedom Program \(5317\)](#)
- [Alternative Transportation in Parks and Public Lands](#)
- [University Transportation Centers Program \(TEA-21 5505\)](#)
- [Over the Road Bus Program/Over the Road Bus Accessibility \(TEA-21 3038\)](#)
- [Flexible Funding for Highway and Transit](#)
- [National Fuel Cell Technology Development Program \(SAFETEA-LU 3045\)](#)

SAFETEA-LU authorizes specific dollar amounts for each program. Each year Congress provides an annual appropriation which funds the programs specified in SAFETEA-LU. Upon receiving this appropriation, FTA apportions these funds according to formulas and earmarks. These FTA apportionments are published annually in the *Federal Register*.

Generally, FTA funds are available to designated recipients that must be public entities (i.e. states, cities, towns, regional governments, transit authorities, tribes, etc.) with the legal authority to receive and dispense federal funds. The recipients of these grants are responsible for managing their projects in accordance with federal requirements. FTA conducts oversight reviews to ensure that these requirements are met.

WSDOT Transit Grants

WSDOT Public Transportation Grants

- Tribes in Washington State have been very active grant applicants and recipients. WSDOT has a consolidated grant program that combines both State and Federal applications for public transportation funds that coincides with the state biennium. Applicants can submit applications once every two years instead of separately for each grant. Visit the **WSDOT Public Transportation Division** website for up to date information on grant opportunities and application deadlines.
- The folio on **Tribal Public Transportation Grants** (pdf 290 kb) provides information on Tribal Communities Receiving WSDOT 2007-2009 Public Transportation Grants.

Visit the website, or contact:

Washington State Department of Transportation
Public Transportation and Commute Options
PO Box 47387
Olympia, WA 98504-7387
Web site: www.wsdot.wa.gov/transit
E-mail: transit@wsdot.wa.gov

Transportation Enhancements

Transportation Enhancements (TE)

- Transportation Enhancement funds are available for surface transportation systems for community-based projects that enhance the transportation experience through cultural, environmental, and historic improvements. **WSDOT TE** funds are available from the WSDOT Highways and Local Programs office by application through local RTPOs and MPOs.

Scenic Byways

National Scenic Byways Program Grants

- In August 2005, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (P.L. 109-59) was enacted. SAFETEA-LU amended the transportation law to allow FHWA to provide scenic byway funds to Indian tribes and for Indian tribes to nominate certain roads for national designation (directly to FHWA). These changes mark a new era for the **National Scenic Byways Program** and Indian tribes.

WSDOT Scenic Byways Funding Program

- Tribes are eligible for funding from the state program for Scenic Byways projects that are within two miles of a designated Scenic Byway.

Funding for Safety Initiatives

<http://www.nhtsa.dot.gov/>

National Highway Traffic Safety Administration (NHTSA)

The mission of NHTSA is to save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity. NHTSA administers the SAFETEA-LU safety grant programs. NHTSA is divided into three major offices. Traffic Safety, Vehicles and Equipment, and Research.

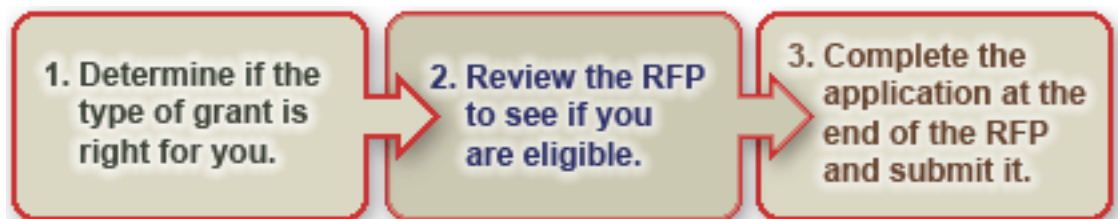
Title II of SAFETEA-LU authorizes seven grant programs, four of which are new—motorcycles, child safety and booster seats, safety belt performance, and data/information systems. SAFETEA-LU retains the core behavioral safety grant programs—section 402, occupant protection, and impaired driving.

Program grants are available to States for the implementation of safety programs. Each year the state applies for funding for its highway safety program, applications must include both a Performance Plan and a Highway Safety Plan. Tribes are eligible for the state programs that become available from the federal funding of the state Highway Safety Program.

Washington Traffic Safety Commission Grants

Washington Traffic Safety Grant Information

- The Washington Traffic Safety Commission is the lead state agency responsible for implementation of the State's Highway Safety Program.
- WTSC grants are available to qualified agencies and organizations within Washington State to fund innovative programs, projects, services and strategies to reduce the number of deaths, injuries and property damage that result from traffic crashes. Every year, WTSC receives approximately \$5,000,000 to disperse for eligible projects.



- If no RFP is provided, contact the [program manager](#) responsible for the program you are interested in for more information on possible grants.

**WSDOT Highway
Safety Improvement
Program (HSIP)**

WSDOT Highways and Local Programs Federal Safety Grants

- WSDOT's Highways and Local Programs administers funds for safety grants as provided for in the Highway Safety Improvement Program (HSIP). Participation in this program is by invitation, through a call for projects from agencies whose projects meet the criteria of the program.

BIA Programs

BIA Indian Highway Safety Program Child Passenger Safety & Seat Belt Program

- The BIA Indian Highway Safety Program (IHSP) provides Child Safety Seat Belt Grants.

Funding Cultural & Environmental Resources Projects

Cultural Resources

[Financial Assistance for Historic Preservation](#)

- The Advisory Council on Historic Preservation has a webpage that focuses on funding for historic preservation projects

[Native American Graves Protection and Repatriation Act \(NAGPRA\)](#)

- The National Park Service hosts this national NAGPRA Program grant page.

[National Park Service Native American Graves Protection and Repatriation Act \(NAGPRA\) Tribal Resources Page](#)

- The NPS provides this page with links to online resources related to NAGPRA.

[National Park Service American Battlefield Protection Program](#)

- NPS provides grants for identified historic battlefields associated with wars on American soil.

[National Endowment for the Humanities \(NEH\) Grant Program](#)

- NEH has several grant options for cultural and historical programs.

[National Endowment for the Humanities, America's Historical and Cultural Organizations: Planning and Implementation Grants](#)

- These grant funds support interpretation of historic places or areas.

[National Endowment for the Humanities, America's Historical and Cultural Organizations: Planning Grants](#)

- These grants can be used to plan, refine, and develop the content and interpretive approach of a cultural or historical project.

[National Endowment for the Humanities, America's Media Makers: Development Grants and Production Grants](#)

- These grants can be used to produce media projects that explore historical or cultural events and prepare the project for distribution.

[National Park Service: Save America's Treasures](#)

- Grants for preservation or conservation on cultural artifacts and historic structures and sites that are nationally significant.

**Environmental
Resources**

[EPA Air and Radiation Grant Page](#)

- EPA Air and Radiation grants are available to address air quality deterioration cause by traffic

[EPA's Tribal Air Page](#)

- EPA tracks current Grant announcements for tribal governments related to air quality

[EPA's American Indian Portal Grants and Funding Page](#)

- EPA maintains a webpage with links to current announcements for environmental program and project grants

More Washington State Resources

For Tribes in Washington State it is important to know which programs are administered by the Washington State Department of Transportation (WSDOT) and which programs available through other state agencies.

Tribal governments are eligible for two economic development infrastructure programs administered by the Community, Trade and Economic Development Department (CTED).

Community Trade and Economic Development (CTED)

Local Infrastructure Finance Tool (LIFT) Program

- Federally-recognized tribal governments may apply through the Community Economic Revitalization Board (CERB) for authorization to use **Local Infrastructure Finance Tool (LIFT)** authority to finance infrastructure improvements. LIFT projects use tax revenue generated by private investment in a specified Revenue Development Area (RDA) to match state revenue generated through a local sales and use tax credited against the state's sales and use tax. The proceeds are then used to finance public infrastructure improvements. This incremental increase in tax revenue along with other public revenue sources.

CERB Traditional Infrastructure Program

- Federally-recognized tribal governments may also apply for the **CERB Traditional Infrastructure Program** for public infrastructure needed to foster economic development in disadvantaged areas of the state or to stimulate private capital investment and job creation opportunities for the general welfare of the state. The funding requires an eligible private sector commitment and cannot be used to fund prospective development projects. The program is primarily a loan program, although grant funds are available in unique circumstances.

Tribal Law Enforcement Assistance Program

- CTED also administers the Tribal **Law Enforcement Assistance program** intended to assist Tribal Law Enforcement in meeting essential needs, and for non-law enforcement activities significantly impacting the tribal nation's law enforcement environment.

Additionally, while tribal governments cannot be the applicants for Community Development Block Grant (CDBG) funds, they can partner with an eligible local government to apply for **CDBG** funds through CTED. Eligible local governments include cities and towns with less than 50,000 or counties with less than 200,000 people. CDBG projects must benefit persons with low- to moderate-income, prevent or eliminate slum or blight, or address an urgent community need that poses a serious and immediate threat to health and safety. **Section 5305 of the Housing and Community Development Act** lists eligible activities.

For further information, tribes can access one of two databases hosted by Washington State that detail the resources available to tribal governments. The [CTED database](#) includes potential grant, technical assistance, and loan opportunities and the results can be limited to resources for which tribal governments are eligible. Tribes can also access the Infrastructure Assistance Coordinating Council [IACC database](#) that includes federal and state resources and limit the search results to programs for which tribes are eligible. Tribes can also refer to the [Inventory of State Transportation Infrastructure Programs](#) prepared by the Joint Legislative Audit and Review Committee in 2006. The table of transportation infrastructure programs listed by eligible applicants is on page 19 of the .pdf document.

Grant Administration

Help With Grant Management

[Environmental Protection Agency \(EPA\): Grant Management Training for Non-Profit Applicants and Recipients](#)

- EPA provides training for EPA grant applicants and recipients.

[Highway Safety Grant Management Manual for state, local, and Indian tribal governments](#)

- NHTSA provides an online manual for grant administration.

[FHWA Guidance for Funding for Federal Agency Coordination Associated with Environmental Streamlining](#)

- This is FHWA's online guide for Federal Agencies, WSDOT, and tribes that provides the tools needed to develop mutually beneficial agreements designed to provide additional resources to tribes and other agencies participating in the environmental review process.

[National Endowment for the Humanities Grant Management](#)

- NEH provides forms for grant management for recipients of NEH grants.

[The Washington State Guide to Managing Your Public Transportation Grant](#)

- WSDOT provides several guidance manuals to assist grantees with management of funds.

[Washington State Recreation and Conservation Office \(RCO\) PRISM \(Project Information System\)](#)

- RCO provides an automated system to assist with grant management

The Tribal Transportation Planning Organization Project & Planning Resources Matrix



The Cowlitz Tribal Drum and Dance Group performs at the Tribal Transportation Planning Organization Meeting, January 23, 2008, Vancouver, Washington.
Photo courtesy of Michael Cardwell.

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
SAFETY PROGRAMS																
Sec(s) 1101(a)(6), 1401	Highway Safety Improvement Program (HSIP)	WSDOT/Highways & Local Programs Division	Grant	By invitational call for projects to agencies who meet the crash criteria on State Routes located in priority areas established in the Washington Strategic Highway Safety Plan.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Selected Projects Announcement Expected Spring 2009																
23 U.S.C. §148 (a)(1)&(f)	High Risk Rural Roads Program (HRRRP)	WSDOT/Highways & Local Programs Division	Grant	By invitational call for projects to agencies who meet the crash criteria on State Routes located in priority areas established in the Washington Strategic Highway Safety Plan.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Selected Projects Announcement Expected Spring 2009																
Sec(s) 1101(a)(17), 1404	Safe Routes to Schools	WSDOT/Highways & Local Programs Division	Grant	3 "E" projects for Engineering improvements, Education/encouragement & Enforcement efforts that increase the safety of children walking and biking to school.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Call for Projects CLOSED																
	Bicycle and Pedestrian Safety	WSDOT/Highways & Local Programs Division	Grant	Projects that address address fatal and injury collisions involving pedestrians and bicycles, or support mobility and access.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Next Call for Projects Early 2010																

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
	WTSC Grants	Washington Traffic Safety Commission	Grant	Projects that fund projects and services designed to meet the goals of the Strategic Highway Safety Plan.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>RFPs due in early May of each year</i>																
	WTSC Grants Target Zero Task Force Project	Washington Traffic Safety Commission	Grant	Funds that provide programs, projects, services and strategies that are intended to reduce the number of deaths and serious injuries resulting from traffic crashes.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	WTSC Grants School Zone Flashing Lights	Washington Traffic Safety Commission	Grant	Purchase lighting hardware, computer software and MUTCD approved signage and markings.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Applicatons due May 15, 2009</i>																
	Free Traffic Safety Programs	The National Road Safety Foundation, Inc.	Free Safety Materials	Get Traffic Safety films, Public Service Announcement Composites, Powerpoint presentations, etc. for free.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Visit the Website to order materials.</i>																

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
23 U.S.C. Chapter 4, National Highway Safety Act	Child Safety Seat Program	Indian Health Service/BIA Indian Highway Safety Program	Project Grants	Highway Safety Funds to supplement child passenger safety in tribal communities. These grants are funded through reimbursements on a monthly basis.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Applications due July 31, 2009																
HIGHWAYS & STREETS																
Sec(s) 1101(a)(3), 1114; 23 USC 144	Highway Bridge Program	WSDOT/Highways & Local Programs Division		Replacement/Rehabilitatio n of bridges owned by cities and counties, and included on the WA State Eligible Bridge List.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
No call for Projects is currently open.																
	Transportation Enhancement Program	WSDOT/Highways & Local Programs Division		Funds to strengthen the local economy that relate to surface transportation and include at least one of 12 qualifying activities.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Next Call for Projects Spring 2010.																
Sec(s) 1101(a)(4), 1103(f), 1113, 1603 1960, 6006, 23 USC 133, 104(b)(3), 140	Surface Transportation Program (STP) Local Program	MPO List RTPO List		Funds are available through the MPO/RTPO prioritization process, and intended for transportation projects for Federal-aid highways included in the current TIP.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
	Community Economic Revitalization Board (CERB)	Community, Trade and Economic Development (CTED)		Public projects that create and retain jobs, provides funds for public infrastructure including roads and bridges.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Application deadline is 45 days before a CERB Meeting which are held 6 times a year.											
					Visit the website for a meeting schedule.											
7 CFR 1942, Subpart G, PL 92-419, 7 USC 1989, PL 101-624, PL 102-142, 7 USC 1932	Rural Business Enterprise Grants	Rural Business Cooperative/Dept. of Agriculture	Project Grant	Provides funds to tribes to assist emerging & small businesses in rural areas, can be used to develop & construct access streets and roads, equipment & facilities.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Contact the USDA Rural Development Area Office											
					USDA Rural Development Map http://www.rurdev.usda.gov/wa/contacts.htm											
7 CFR 4280 Subpart A; 7 U.S.C. 930-940c; rural Electrification Act of 1936 as amended	Rural Economic Developments Loans and Grants	Rural Business Cooperative/Dept. of Agriculture	Project Loan or Grant	Provides funding for projects that promote rural economic development & job creation, for start-up costs, equipment, feasibility studies and planning.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Contact the USDA Rural Development Area Office											
					USDA Rural Development Map http://www.rurdev.usda.gov/wa/contacts.htm											
24 CFR 1003; 42 U.S.C. 5301; 42 U.S.C. 3535(d)	Indian Community Development Block Grant Program	Public & Indian Housing Dept. of Housing & Urban Development	Project Grants	2 types: Imminent Threat & Single purpose. These grants fund improvements to infrastructure, and construction of facilities and streets.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Single purpose available through annual NOFA											
					Contact the Area Office for more info. http://www.hud.gov/offices/pih/ih/codetalk/onap/nwonap/											

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
	Capital Budget Grants	Community, Trade and Economic Development (CTED)		Direct appropriation program to acquire or construct a variety of capital projects.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Direct appropriations from the governor or Legislature.																
	Building Communities Fund	Community, Trade and Economic Development (CTED)	Project Grants	Open to nonprofits only, but can partner with tribes, funds to construct, rehabilitate nonresidential community facilities. (Reimburse program)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Application deadline early Fall ea. Year																
ENVIRONMENTAL, SCENIC BYWAYS, EFFICIENT TECHNOLOGIES & CLEAN AIR																
	Transportation Enhancement Program	WSDOT/Highways and Local Programs	Grants	Funds to strengthen the local economy that relate to surface transportation and include at least one of 12 qualifying activities.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Next call for Projects, Spring 2010																
	Recreational Trails Program (RTP)	Washington State Recreation and Conservation Office	Grants	Funds to rehabilitate and maintain recreational trails and facilities.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Applications due April 1, 2009																
Sec(s) 1101(a)(5), 1103(d), 1808; 23 USC 149, 104(b)(2), 126(c)	Congestion Mitigation and Air Quality Program	MPO/RTPO		Projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (PSRC, RTC, SRTC) & (TRPC and YVCOG).	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Funds are available only in specific areas Available only through MPO/RTPO prioritization																

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
23 USC 162(c)(1)	Scenic Byways Programs/Tribal	WSDOT/Highways & Local Programs Division/State Scenic Byways Office	-	State or Tribal projects for planning, design, or development, located within 2 miles of a designated Scenic Byway.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Submission for FY 2009 has closed. Opens with publication of annual NOFA.											
23 USC 162(c)	Scenic Byways Programs/Corridor Management Plan (CMP)	-	-	Funds to develop a CMP that addresses the 14 points of CMPs, & specifies how to maintain the qualities that support the designation.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Submission for FY 2009 has closed. Opens with publication of annual NOFA.											
23 USC 162(c)	Scenic Byways Programs/Safety Improvements	-	-	For projects that improve safety on a byway that are necessary to accommodate increased traffic and changes in vehicle type due to the byway designation.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Submission for FY 2009 has closed. Opens with publication of annual NOFA.											
23 USC 162(c)	Scenic Byways Programs/Byway Facilities	-	-	For construction projects for pedestrian/bicycle facilities, rest areas, turnouts, highway shoulder improvements, overlooks or interpretive facilities.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Submission for FY 2009 has closed. Opens with publication of annual NOFA.											
23 USC 162(c)	Scenic Byways Programs/Access to Recreation	-	-	For projects that enhance access to recreation areas located on a Byway.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Submission for FY 2009 has closed. Opens with publication of annual NOFA.											

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
23 USC 162 (c)	Scenic Byways Programs/Resource Protection	-		For projects that protect cultural, natural, historical or archaeological resources in areas adjacent to Scenic Byways.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					<i>Submission for FY 2009 has closed.</i>											
					<i>Opens with publication of annual NOFA.</i>											
23 USC 162 ©	Scenic Byways Programs/Interpretive Information	-		Development of tourist information to the public including interpretive information about a Byway.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					<i>Submission for FY 2009 has closed.</i>											
					<i>Opens with publication of annual NOFA.</i>											
23 USC 162 ©	Scenic Byways Programs/Marketing Program	-		For development and implementation of a Scenic Byway marketing program.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					<i>Submission for FY 2009 has closed.</i>											
					<i>Opens with publication of annual NOFA.</i>											
40 CFR Part 31	EPA Grants	EPA American Indian Tribal Portal Grants & Funding	Grants	Funds to support activities that increase and experience an expertise of tribes to understand and assess air quality.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Contact EPA's Tribal Air Coordinators.											
					http://www.epa.gov/oar/tribal/coordinators.html											
	Traffic Signal Program/Energy Efficiency Incentives	Avista Utilities	Rebates	Rebates for commercial and industrial customers of Avista Utilities in Eastern Washington to replace less efficient traffic signals with LED signals.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					<i>Contact AVISTA on how to apply</i>											
					AVISTA Service Area MAP											

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
	LED Traffic Signal Rebates	Puget Sound Energy	Rebates	Rebates to agencies using electricity supplied by PSE to replace incandescent lamps with LED traffic lights.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Contact Puget Sound Energy on how to apply Puget Sound Energy Service Area Map											
	Washington State Incentives for Renewables and Efficiency	Database of State Incentives for Renewables & Energy Efficiency (NC State University)	Information & Weblinks	List of incentives offered by utilities in the State of Washington that promote renewable energy and efficiency.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
CULTURAL RESOURCES & HISTORICAL PRESERVATION																
25 USC 3008; Native Am. Graves Protection & Repatriation Act of 1990 (NAGPRA); Section 10, PL 101-601	Native American Graves Protection and Repatriation Act	National Park Service / Dept. of Interior	Repatriation Grants	Provides funds for training, repatriation of remains, communication/consultation with museums and agencies about Native American remains.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Applications accepted Oct 1 - Jun 30, 2009 Submit at least 8 weeks prior to repatriation											
25 USC 3008; Native Am. Graves Protection & Repatriation Act of 1990 (NAGPRA);	Native American Graves Protection and Repatriation Act	National Park Service / Dept. of Interior	Project Grants	Provides funds for tribes to consult and document human remains and cultural resources.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Awarded once per year, currently CLOSED											

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
43 CFR Part 12	American Battlefield Protection	National Park Service / Dept of Interior	Project Grants	Provides funds for the protection and preservation of battlefield sites, can be used for surveys and assessments.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					<i>Call for projects closes Jan ea. Year</i>											
					<i>Project awards July of ea. Year</i>											
43 CFR Part 3, 7, 36 CFR Part 60 and 800	Main webpage of grant opportunitites from BLM	BLM/Dept. of Interior	Project Grants	Funds to manage and protect cultural resources on public lands, funds research and development of educational materials.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
PL 74-292, 16 USC 461 Historic Sites Act of 1935, National Historic Preservation Act of 1966, PL 89-665, 16 USC 470(t); National Historic Preservation Act Amendments of 1980, PL 96-515; 16 USC 470	National Historic Landmark	National Park Service/Dept. of the Interior	Technical assistance	Designation of historic landmarks of potential national significance, a bronze plaque is awarded for placement on the site.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
		WA State Department of Archaeology & Historic Preservation	Financial Assistance Links	DAHP's webpage with links to information on opportunities for financing historical preservation projects.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	Transportation Enhancement Program	WSDOT/Highways & Local Programs Division		Funds to strengthen the local economy that relate to surface transportation and include at least one of 12 qualifying activities.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Next call for Projects, Spring 2010											
PUBLIC TRANSPORTATION																
Section 5311 for Tribes	Tribal Transit Grant Program	FTA	Project Grants	Federal program funds for tribal transit	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Announced in annual NOFA											
	FTA's Notices of Funding Availability Webpage	FTA	List of Current Grant Opportunities		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Sec. 5316	Job Access and Reverse Commute Program	WSDOT Public Transportation consolidated grant program			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					Next call for projects FALL of 2010											

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
	New Freedom	WSDOT Public Transportation consolidated grant program			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					<i>Next call for projects FALL of 2010</i>											
	Elderly and Individuals with Disabilities	WSDOT Public Transportation consolidated grant program			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					<i>Next call for projects FALL of 2010</i>											
40 CFR Part 30 and 31	Clean School Bus USA	Office of Air & Radiation / Environmental Protection Agency	Grants	Funds to retrofit or purchase school buses with clean emission technology such as hybrid-electric buses, to lower or eliminate particulate matter.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					<i>RFP process CLOSED</i>											
40 CFR Part 30 and 31	National Clean Diesel Funding Assistance Program	Office of Air & Radiation / EPA	Grants	Funds to support projects that reduce emissions from diesel engines.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					<i>RFP process CLOSED</i>											
	EPA's Open Announcements Page	EPA	List of Grants and Programs Available		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
	Washington Wildlife and Recreation Program	Washington State Recreation and Conservation Office	Grants	Funding for parks, water access sites, trails, wildlife habitat and farmland preservation.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Next cycle will be in 2010																
74 CFR, Section 3021, 49 USC 5320	Paul S. Sarbanes Transit in Parks Program (5320)	Federal Transit Administration	Grants	Funds to enhance the protection of national parks and Federal lands, funds capital and planning expenses for alternative transportation systems.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Next cycle will be in 2010 Announced in annual NOFA																
73 CFR	United We Ride State/Tribal Mobility Management Coordination Grants	FTA/DOT	Grants	Funds to assist States and Tribes towards development of public transportation coordination capabilities and capacity.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Next cycle will be in 2010 Announced in annual NOFA																
	Community Transportation Association of America	CTAA	Low Interest Loans	Loans are available for transit projects and programs.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Visit the website to find out more information.																
PLANNING AND RESEARCH																
SAFETEA-LU Section 1117	Transportation, Community and System Preservation Grants	FHWA/TCSP Program	Discretionary Grants	Planning grants for projects that improve efficiency of the transportation system, environmental mitigation and research.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Program authorized through 2009, Call for RFPs closed																

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
CFR Vol. 60, No. 242 pg. 65064	National Spatial Data Infrastructure Cooperative Agreements Program	Geological Survey/US Dept of Interior	Cooperative Agreements	To improve the sharing of geospatial data among organizations (government, schools, profit & nonprofits).	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Call for projects annually through NOFA																
7 CFR 4280 Subpart A	Rural Economic Development Loans and Grants	Rural Business Cooperative/Dept. of Agriculture	Loans	Provides funding for projects that promote rural economic development & job creation, for start-up costs, equipment, feasibility studies & planning.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Contact the USDA Rural Development Area Office																
USDA Rural Development Map http://www.rurdev.usda.gov/wa/contacts.htm																
REAL ESTATE AND RIGHTS OF WAY																
7 CFR Part 4279-A, Sec. 4279.1- 4279.100, Part 4279-B, Sec. 4279.101- 4279.200 & Part 4287 B.	Business and Industry Loans	Rural Business Cooperative/Dept. of Agriculture	Loans	Loans to assist public, private, or cooperative organizations & tribes to develop businesses. Can be used to purchase rights- of way.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Contact the USDA Rural Development Area Office																
USDA Rural Development Map http://www.rurdev.usda.gov/wa/contacts.htm																
7 CFR 4280 Subpart A 7 USC 930-940c; rural Electrification Act of 1936 as amended.	Rural Economic Development Loans and Grants	Rural Business Cooperative/Dept. of Agriculture	Loans & Project Grants	Provides funds for projects that promote rural economic development, feasibility studies and planning.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Contact the USDA Rural Development Area Office																
USDA Rural Development Map http://www.rurdev.usda.gov/wa/contacts.htm																

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
13 CFR Parts 300-303 42 USC 3143, Public Works and Economic Development Act of 1965, Sectio 203	Economic Development Support for Planning Organizations	Economic Development Administration, Department of Commerce	Project Grants for Planning	Provides funding to support the development of a Comprehensive Economic Development Strategy (CEDS).	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
EMERGENCY & DISASTER RELIEF																
	Economic Adjustment Assistance	Economic Development Administration, Department of Commerce	Project Grants	Funds for distressed communities experiencing adverse economic changes that occur from industrial or corporate restructuring, or natural disaster.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					<i>Applicants submit proposals, applicant proponents are then invited to apply.</i>											
23 USC Section 125	Emergency Relief (ER) Program	Available to States only, funding request initiated by Local Emergency Management offices & WA State Emergency Management Division.	Emergency Relief Funds	\$\$ to supplement local resources to repair Federal-aid highways or roads due to catastrophic failure or damage.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					<i>Prepare and familiarize your agency with the Emergency Relief Process. Local agency/Governor's Proclamation of emergency initiates process.</i>											
	LAG Manual Emergency Relief Program Information and Instructions	WSDOT/Highways & Local Programs Division	Emergency Relief Process	This is a description of the WA State Program and Steps to Follow after a Disaster.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
					<i>Prepare and familiarize your agency with the Emergency Relief Process.</i>											

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
	Public Assistance Program	FEMA		Repair roads, bridges & utilities.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Prepare and familiarize your agency with the Emergency Relief Process.</i>																
	Flood Mitigation Grant Program	FEMA		For projects inline with the State Hazard Mitigation Strategy that prevent future damage from natural hazards.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Prepare and familiarize your agency with the Emergency Relief Process.</i>																
23 USC Sec(s) 120 & 125	Emergency Relief for Federally Owned Lands (ERFO)	FLHP/FHWA		\$\$ to repair or reconstruct highways, roads & bridges on Federal or Indian lands damaged due to catastrophic failure or disaster.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<i>Prepare and familiarize your agency with the Emergency Relief Process.</i>																
42 USC Section 5121, PL 93- 288	Pre-Disaster Mitigation Grant Program	FEMA/Robert T. Stafford Disaster Act Program	Grants	Provides funds for hazard mitigation planning and projects.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
42 USC Section 5121, PL 93- 288	Hazard Mitigation Grant Program	FEMA/Robert T. Stafford Disaster Act Program	Grants	Funds to implement long-term hazard mitigation measures after a major disaster declaration.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
	Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) Implementation of Hazardous Materials Assistance	FEMA	Project Grants	Funding to support activities to improve capabilities associated with oil and hazardous materials emergency planning.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	Cooperating Technical Partners (CTP) Program	FEMA	Partnership to Share Information	FEMA flood hazard mapping program.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
13 CFR Parts 300-303; 42 USC 3143, Public Works and Economic Development Act of 1965, Sec. 203	Economic Development Support for Planning Organizations	Economic Development Administration/Dept. of Commerce	Project Grants for Planning	Funds to support the creation, or revision of a Comprehensive Economic Development Strategy (CEDS); community events & disaster mitigation planning.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
MISCELLANEOUS RESOURCES																
	Federal Aid Program Administration	FHWA Office of Program Administration	Information Federal Aid Programs and Projects	Listing of Federal-Aid Programs with links to websites.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
PL 81-776, 15 USC 1151- 1157, 3710	National Technical Information Service	Dept. of Commerce	One-stop search for Information on all government programs	The central resource for government publications and information.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	Catalog of Federal Domestic Assistance (CFDA)		Online access to programs and funding administered by the Federal Govt.	Full listing of all Federal programs available to State, local and federally- recognized tribes.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	NewsWatch Native America Grant Page	NewsWatch Native America	Online Grant List for Native America	Listing of current Federal Grant Programs.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
41 CFR 101-45	Sale of Federal Surplus Personal Property	General Services Administration	Sales of Federal Surplus Property	Provides opportunity to enter competitive bids for purchase of federal surplus property.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	Sale of Washington State Surplus Property	General Administration, State of Washington	Sales of State surplus property	Provides opportunity to buy surplus items through the retail store, auctions or on eBay.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Tribal Transportation Planning Organization Project & Planning Resources Matrix

Guidelines & Regulation	Program Title	Lead Agency	Type of Resource	Eligible Projects	Application Due Dates											
	Treasury Auctions	US Department of the Treasury	Auctions for real estate, cars, vehicles		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec

Chapter 5: Policy Development Resources



Nisqually Elder Zelma McCloud at Nisqually Elder's Pathway Dedication.

Photo courtesy of Michael Cardwell

Tribal Transportation Planning Organization (TTPO)

- The TTPO strives to assist Tribal planning and programming activity through enhanced coordination with tribal, federal, state, and local governments in order to impact tribal transportation planning capacity and transportation policy development. The TTPO works to keep tribal communities informed about recent and ongoing issues in tribal transportation and encourages participation in state and tribal dialogues about transportation.

The TTPO provides a forum for Washington's tribes to address transportation issues and discuss policy development. The TTPO is active in tribal transportation issues at both the local and national level. Membership is open to Planners from all of Washington's tribes, along with representatives from local, state, and federal agencies. This balance of representation and perspective creates a forum for open discussion on national and regional issues such as the Indian Reservation Roads Program, state and tribal conversations, and the issues and challenges surrounding funding for tribal transportation planning and projects.

For more information, visit the Tribal Transportation Planning Organization website: <http://www.wsdot.wa.gov/planning/Tribal/>



*Photo: TTPO Meeting,
Leavenworth, WA 10/27/09.*

*Left: Shoalwater Bay
Tribal Chairwoman,
Charlene Nelson,
Right: Dannee Pierre,
Colville Tribe*

*Photo courtesy of
Jim Longley*

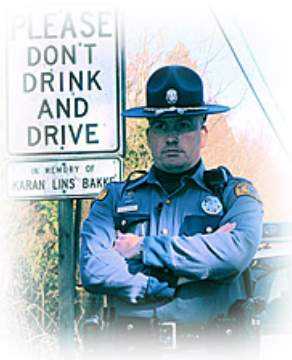
WSDOT Tribal Liaison

- The **Washington State Tribal Liaison Office** within WSDOT was created in 2003 to support and promote collaboration and consultation between the 29 federally recognized tribal governments within the state and the WSDOT. WSDOT hired a Tribal Liaison based in Olympia to head the office, and great progress has been made in expanding awareness and understanding of WSDOT programs and tribal contexts, issues, and needs for successful transportation planning and program development.

The WSDOT Tribal Liaison assists tribes and the agency to implement government-to-government relations, and helps to initiate, maintain and improve communication between WSDOT and tribal governments on transportation issues. The WSDOT Tribal Liaison office works closely with tribes to facilitate WSDOT policy development and mutual understanding. WSDOT has a Tribal Liaison in the Eastern Region, and at the Washington State Ferries. Tribal Coordinators are available in the Southwest, Olympic, and Northwest regions.

For contact information and list of resources for tribes, visit the WSDOT Tribal Liaison website: <http://www.wsdot.wa.gov/tribal/>.

Washington State Traffic Safety Commission



The goal of the Washington Traffic Safety Commission is to prevent fatal and serious injury collisions on Washington roadways. The **Washington Traffic Safety Commission** (WTSC) was started in 1967 to promote traffic safety through educational campaigns, law enforcement support and roadway engineering solutions. The Commission receives most of its funding from the United States Department of Transportation through the National Highway Traffic Safety Administration (NHTSA). WTSC dispenses grants to law enforcement, other state and local government agencies, and non-profits who partner with the Commission to promote traffic safety through education, enforcement, and engineering solutions.

Tribal Traffic Safety Advisory Board

The WTSC convenes a Tribal Traffic Safety Advisory Board to assist tribes and the WTSC during development of traffic safety initiatives affecting tribes. Membership of the Board is a diverse group of representatives from Washington tribes and State agency representatives.

For more information, visit the WTSC Tribal Traffic Safety website:

<http://www.wtsc.wa.gov/programs/tribal.php>

Other public safety campaigns that the Traffic Safety Commission supports include:

- Promoting booster seat and child car seat use;
- Combating distracted driving;
- Working with local communities to provide safety improvements on roadways with high crash rates;
- Increasing the knowledge of Intermediate Drivers' License (IDL) rules for teen drivers and their parents;
- Reducing speeding in school and playground zones;
- Improving training accessibility for commissioned law enforcement.

The Washington Traffic Safety Commission's programs focus on the priorities identified in [Washington's Strategic Highway Safety Plan - Target Zero](#). (pdf 3.4 mb) Target Zero provides a comprehensive framework of specific goals, objectives and strategies for reducing traffic fatalities and disabling injuries.

WTSC staff program responsibilities are defined by this strategic focus and proven delivery systems.

Child Passenger Safety
Corridor Traffic Safety
Impaired Driving
Pedestrian & Bicycle Safety
Police Traffic Services
School Zone Safety
Seat Belts
Speeding
TACT Truck Safety
Traffic Records
Tribal Traffic Safety

Indian Reservation Roads Program Coordinating Committee (IRRPCC)

- The BIA road maintenance program is historically underfunded and originates from BIA appropriations and not from the Federal Highway Trust Fund. The BIA and IRRPCC have yet to answer the policy questions with the IRR Inventory of how much funding the IRR Inventory should generate. The BIA will interpret and create a position of their own out of necessity if this policy question is not addressed, a move that will cause controversy with tribes. The official webpage for the IRRPCC is at the Michigan Tech TTAP website

Eastern Washington University TTAP has quick links to IRRPCC documents here: **[IRR Program Coordinating Committee](#)**

Transportation Resource Manual, Washington State Legislature Joint Transportation Committee

- This manual is issued by the WA State Legislature Joint Transportation Committee biennially in odd-numbered years and covers six major transportation areas, the legislative role, taxes, fees and revenue, state funds, state agencies, modes, and planning. The manual is intended to provide information about the state's transportation system and explain the process of transportation policy development. See the most recent version here:
<http://www1.leg.wa.gov/JTC/TRM/>

The Washington State Transportation Plan (Executive Summary pdf 418 kb)

- The Washington Transportation Plan (WTP) provides a blueprint and strategies to guide decisions and investments needed to develop Washington's transportation system to serve its citizens', communities', and economy's future needs, while safeguarding its environment.
- In addition to the investment guidelines, the Transportation Commission makes several policy recommendations in various areas. Additional details on these and other policy recommendations can be found in the main body of the **[Washington Transportation Plan](#)**. (pdf 5 mb)

Governor's Office of Indian Affairs

- This office serves as a liaison for the Governor between state and tribal governments, and advises and consults on tribal issues, policy development, government-to-government relations, inter-agency coordination, and legislation pertaining to tribes. To find out more visit the Governor's Office of Indian Affairs webpage: **<http://www.goia.wa.gov/>**

Agency Council on Coordinated Transportation

- The ACCT is a Council of Washington State agencies and transportation providers who promote the coordination of special needs transportation. Visit the website for information about current projects and planning issues:
http://www.wsdot.wa.gov/acct/about_acct.htm

Chapter 6: Case Studies and Best Practices



**“Chief” Squally and Rose Sinclair, Nisqually Tribe during construction of Nisqually Elder’s Pathway (2005).
Photo courtesy of Jim Longley**

Coordination in Tribal Transportation Planning

FHWA Tribal Transportation Programs List

- FHWA has web pages on several tribal transportation programs.

Case Studies of State, MPO, and Tribal Coordination in Transportation Planning

- This series of case studies focuses on innovative consultation practices between tribes, states, and metropolitan planning organizations (MPOs) within the transportation planning process. It includes **six case studies** that highlight a range of practices implemented by tribal and non-tribal governments to advance tribal consultation in statewide and metropolitan transportation planning. The case studies describe current practices, the outcomes of these approaches, and lessons learned. For copies of the case studies, please contact Ken Petty, FHWA Office of Planning at (202) 366-6654 or kenneth.petty@dot.gov.

Nisqually and Chehalis Collaboration with Thurston County

- In Washington State, the coordination between the Thurston Regional Planning Council (TRPC), the Nisqually Indian Tribe, and the Confederated Tribes of the Chehalis Reservation provides an example of strong partnership and collaboration between tribes and a metropolitan planning organization (MPO).

Colville Confederated Tribes, FHWA's Tribal Transportation Page

- FHWA documentation of the state of the Colville Tribe's transportation program.

Lummi Nation Safe Routes to School Program

Colville Confederated Tribes

- The Colville tribe develops projects for the IRR TIP and also attends RTPO meetings. The tribe has a number of projects in their five-year priority plan. The projects include IRR funded projects, IRR Bridge funded projects, and Transportation Enhancement projects.

State DOT Tribal Liaison Roundtable and Panel Discussion

- This Peer Exchange was held as part of the Transportation Planning Capacity Building (TPCB) Program, which is jointly sponsored by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The Washington State Department of Transportation (WSDOT) submitted the application for the event to bring together the State Department of Transportation tribal liaisons (DOT staff positions dedicated to coordinating and improving the state-tribal relationship in regards to transportation planning) to share their programs and discuss successful practices.

**Tribal
Transportation
Programs**

**Scoping Reports:
FHWA**

Peer Programs

State DOT Tribal Liaison Roundtable and Panel Discussion, Spokane, WA (June 7-8, 2005)

- The Transportation Planning Capacity Building Peer Program is one of the most important pieces of the overall Transportation Planning Capacity Building vision. By providing opportunities for sharing solution-based experiences throughout the professional planning community, the Peer Exchange Program seeks to recognize, support, and promote good metropolitan, statewide, rural, and tribal transportation planning practices nationwide.

Sharing ideas, noteworthy and solution-based experiences between Metropolitan Planning Organizations (MPOs), regional planning organizations, transit operators, state departments of transportation (SDOTs), and tribal governments not only strengthens transportation planning practices, but also builds relationships and reinforces cooperation between these agencies. The people who depend on the transportation system ultimately benefit from this peer exchange in the form of a more efficient multi-modal system that provides mobility and access for passengers and freight.

Experience of Tribal Data Managers and Tribal Planners, Cabazon, CA (November 15, 2006)

Long-Range Transportation Plans: The Experiences of Tribal Planners, Scottsdale, AZ (November 2, 2005)

Tribal Transit Program Best Practices

National Tribal Roads Conference Peer Workshop for Tribal Transit Service Development, Albuquerque, NM (March 2, 2004)

Appendix

- [Additional Resources, Planning and Project Topic Index](#)
- [List of Photographs and Graphics in this Guidebook](#)
- [List of full hyperlink addresses](#)



Additional Resources

Planning and Project Topic Index

The following is a list of links of online planning, transportation, and data resources. Included are newsletters, forums, listservs, information portals, articles and professional planning organizations. We will attempt to update this as often as possible and welcome your comments. Please report any broken links to:

Megan Nicodemus
nicodem@wsdot.wa.gov

A	B	C	D	E	F	G	H
I	J	K	L	M	N	O	P
Q	R	S	T	U	V	W	XYZ

A

- [Acronyms online, FHWA/Tribal Transportation Acronyms, References & Bibliography](#)
- [Acronyms online, Transit List of Acronyms](#), FTA
- [Acronyms online, WSDOT Transportation Acronym Guide](#)
- [Affiliated Tribes of Northwest Indians](#), dedicated to tribal sovereignty and self-determination, founded in 1953.
- [Air Quality Resource Page, Tribal Air](#), EPA
- American Battlefield Protection Grants, NPA
- [American Indian Health](#), information portal for American Indian Health and Safety, US National Library of Medicine.
- [American Indian Resources on the Internet Portal](#)
- [Auction](#), Department of the Treasury
- [Auction](#), GA, State of WA
- [Auction](#), GSA, Federal
- [Auction](#), US Marshals Asset Forfeiture Program

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- [Bibliography online, FHWA/Tribal Transportation Acronyms, References & Bibliography](#)

- [Bibliography online, Native Americans in Transportation](#), US Department of Transportation (USDOT) Library
- [Bridge Terms online, WSDOT's Glossary of Bridge Terms](#)
- [Highway Bridge Program](#), WSDOT H & LP
- [Discretionary Bridge Program \(DBP\), FEDERAL](#), FHWA
- [Business and Industry Guaranteed Loans](#), USDA Rural Development
- [Buildings and Land](#), US Government Property Sale

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- [Capital Budget Grants](#), CTED/LEGISLATURE/GOVERNOR
- [Cell phone use and driving, NHTSA Policy and FAQs](#)
- [Centennial Accord dated August 4, 1989](#)
- [Centennial Accord Plan](#), WSDOT (pdf 5 mb)
- [Clean Diesel Campaign Grants](#), EPA
- [Clean School Bus USA Grants](#), EPA
- [Codetalk](#), HUD website designed to share information from government agencies to tribal communities
- [Community Economic Revitalization Board \(CERB\)](#), CTED
- [Community Transportation Association](#), Public Transportation
- [Community Transportation Assistance Program \(CTAP\)](#), Comm Transportation Assoc.
- [Consultation with Indian Tribes in the Section 106 Review Process Handbook, ACHP](#)
- [Consultation with Indian Tribes, US Army Corp of Engineers](#)
- [Contacts, Bureau of Indian Affairs Office and Tribal Directory](#)
- [Contacts, FHWA's list of Tribal Contacts for Programs and Activities](#)
- [Contacts, National NAGPRA Consultation Database, National Park Service](#)
- [Contacts, WA State Governor's Office of Indian Affairs Tribal Directory](#)
- [Contacts, WSDOT's list of Tribal Contacts for Programs and Activities](#)
- [Coordination Primer, Transportation](#), ICCT Clearinghouse
- [Cultural Resource Management Grants](#), BLM
- [Transportation Planning Capacity Building](#), Tribal Transportation Planning FHWA/FTA
-

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- [Data Requests & Publications](#), NHTSA
- [Dictionary, online, RITA Bureau of Transportation Statistics](#)
- [Disaster/Emergency Public Assistance Grant Program, Application Process](#), FEMA
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- [Listserve, WSDOT Tribal](#), stay connected to tribal transportation events.
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- [Millennium Agreement](#)
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- [Municipal Research & Services Center, \(MSRC\)](#), provides assistance to local governments through information and research, sample documents, articles, codes, charters.

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- [National Conference of State Legislatures \(NCSL\)](#) A bipartisan organization that provides research, and information on state issues.
- [National Congress of American Indians](#), founded in 1944 in response to federal termination policies.
- [Native American Graves Protection & Repatriation Act Grants, NPS](#)
- [New Freedom Transit Grants](#), WSDOT Public Transportation
- [Newsletter, The National Conference of State Legislatures State-Tribal Institute](#)
- [Newsletter, Transportation Research Board](#)
- [Northwest Tribal Technical Assistance Program \(TTAP\)](#), Eastern Washington University, provides assistance in developing transportation resources.

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- Online Guidebook, [Minnesota Department of Transportation Tribes & Transportation e-handbook](#)
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- [Transit, National Transit Institute](#), online resource for planning, safety, training.
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Tribal Transit Panelists, Tom Hansen, WSDOT, Allie Queahpama, and Teri Johnson-Davis, Pahto Public Passage, Public Transportation Session, Tribal/State Transportation Conference, Leavenworth, WA, October 27-30, 2008, WSDOT file photo

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Northwest Indian Fisheries Commission (NWIFC)

<http://www.nwifc.org/>

The Columbia River Inter-Tribal Fish Commission (CRITFC)

<http://www.critfc.org/text/work.html>

Upper Columbia United Tribes

<http://www.ucut.org/Home.html>

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<http://memory.loc.gov/>

Charles C. Royce Maps of Washington State Land Cession

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<http://www.indianlandtenure.org/>

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<http://environment.fhwa.dot.gov/guidebook/vol2/5301.1.pdf>

Tribal Transportation Planning
<http://www.fhwa.dot.gov/hep/tribaltrans/index.htm>

kenneth.petty@dot.gov
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lorrie.lau@dot.gov
<mailto:lorrie.lau@dot.gov>

Washington Transportation Commission (WTC)
<http://www.wstc.wa.gov/>

Washington Transportation Plan (WTP)
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<http://tsp.trb.org/research.asp?id=15>

Tribal Highway Safety Improvement Program Model and Implementation Plan for Hazard Elimination Projects Guide

http://www.fhwa.dot.gov/tribal/saf_ack.htm

Uniform Guidelines for State Highway Safety Programs

<http://www.nhtsa.dot.gov/nhtsa/whatsup/tea21/tea21programs/pages/TrafficEnfment.htm>

Washington State Patrol Driver and Vehicle Information

<http://www.wsp.wa.gov/traveler/traveler.htm>

AAA Foundation for Traffic Safety

<http://www.aaafoundation.org/home/>

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http://www.nhtsa.dot.gov/nhtsa/whatsup/SAFETEAWeb/images/FY05/HighwaySafetyPlans/BIA_2006HwySP.pdf

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<http://www.ewu.edu/ttap>

Federal Lands Highway Tribal Safety Webpage

<http://flh.fhwa.dot.gov/programs/irr/safety/>

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FHWA Safety Main Webpage

<http://safety.fhwa.dot.gov/index.htm>

WTSC's Tribal Traffic Safety Advisory Board

<http://www.wtsc.wa.gov/programs/tribal.php>

Governors Highway Safety Association

<http://www.ghsa.org/>

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<http://www.theiacp.org/About/Governance/Sections/IndianCountryLawEnforcementSection/tabid/439/Default.aspx>

NHTSA's American Indian/Alaska Native Outreach Page
<http://www.nhtsa.dot.gov/multicultural/nativeamerican/indian-alaska-index.html>

National Highway Traffic Safety Administration Main Page
<http://www.nhtsa.gov/>

Office of Tribal Justice, US Department of Justice (DOJ) website
<http://www.usdoj.gov/otj/>

Safe Routes to School
<http://www.saferoutes-wa.org/what-is-safe-routes>

Roadway Safety Foundation Webpage
<http://www.roadwaysafety.org/>

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http://www.tribaljusticeandsafety.gov/le_overview.htm

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http://www.aihc-wa.org/EP/emergency_preparedness.htm

Colville Tribes Traffic Safety Task Force, WTSC
http://www.wtsc.wa.gov/programs/taskforce/Taskforces/programs/colville_tf.php

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<http://www.saferoutes-wa.org/design/kirk-vinish-tribal-transportation-officer-for-the-lummi-nation>

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<http://www.ihs.gov/MedicalPrograms/InjuryPrevention/index.cfm>

FHWA's Training Resource Database
<http://rspcb.safety.fhwa.dot.gov/>

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<http://ops.fhwa.dot.gov/wz/practices/best/crossref.asp?id=2>

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<http://www.wsdot.wa.gov/Safety/WorkZones/resources.htm>

FHWA's FAQ's on Section 106 Tribal Consultation
<http://www.fhwa.dot.gov/hep/tribaltrans/tcqa.htm>

FHWA's Improving Section 106 Compliance by Improving Relationships webpage
<http://environment.fhwa.dot.gov/strmlng/newsletters/oct05nl.asp>

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<http://www.environment.fhwa.dot.gov/histpres/tribal.asp>

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<http://www.wsdot.wa.gov/Environment/CulRes/default.htm>

Advisory Council on Historic Preservation (ACHP)
<http://www.achp.gov/>

Washington State Department of Archaeology and Historic Preservation
<http://www.dahp.wa.gov/>

Fees in the 106 Review Process
<http://www.achp.gov/regs-fees.html>

US Army Corp of Engineers Cultural and Historic Resources
<http://www.usace.army.mil/CECW/Pages/cultural.aspx>

WSDOT Ethnobotony
<http://www.wsdot.wa.gov/Environment/CulRes/ethnobotony.htm>

U.S. Fish and Wildlife Native American Liaison Page
<http://www.fws.gov/nativeamerican/>

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<http://environment.fhwa.dot.gov/histpres/tribal.asp>

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<http://wdfw.wa.gov/recovery.htm>

Washington State Department of Ecology
<http://www.ecy.wa.gov/>

FHWA's SAFETEA-LU Environmental Provisions and Related Information Page
<http://environment.fhwa.dot.gov/strmlng/es2safetealu.asp>

WSDOT's Environmental Procedures Manual (online)
<http://www.wsdot.wa.gov/Publications/Manuals/M31-11.htm>

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<http://www.environment.fhwa.dot.gov/strmlng/index.asp>

Environmental Review Process Fact Sheet, FHWA
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<http://www.dot.gov/execorder/13274/index.htm>

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<http://www.dot.gov/execorder/13274/eo13274/index.htm>

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<http://www.environment.fhwa.dot.gov/strmlng/igdocs/index.asp>

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http://environment.transportation.org/environmental_issues/tribal_consult/add_guidance.aspx

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<http://www.epermitting.wa.gov/>

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<http://www.governor.wa.gov/gfro/>

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NW Tribal Transportation Assistance Program
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Municipal Research and Services Center (MRSC)
<http://www.mrsc.org/>

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<http://www.ttap.mtu.edu/index.php?p=irrpcc>

NW TTAP IRRPCC Page
<http://www.ewu.edu/x30333.xml>

Tribal Transportation Planning Organization
<http://www.wsdot.wa.gov/planning/Tribal/>

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<http://www.ltapt2.org/centers/>

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<http://www.nhi.fhwa.dot.gov/>

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<http://www.ntionline.com/>

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<http://tmip.fhwa.dot.gov/>

TPCB Training and Education
<http://www.planning.dot.gov/training.asp>

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<http://www.ewu.edu/x1036.xml>

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<http://www.achp.gov/training.html>

WSDOT Highways and Local Programs Training for Local Agencies
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The Transportation Planning Process: Key Issues, A Briefing Book for Transportation Decisionmakers, Officials, and Staff
<http://www.planning.dot.gov/documents/BriefingBook/BBook.htm>

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<http://www.fhwa.dot.gov/planning/citizen/citizen1.htm>

Indian Reservation Roads Program, Transportation Planning Procedures and Guidelines
<http://www.fhwa.dot.gov/flh/reports/indian/intro.htm>

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<http://www.planning.dot.gov/Documents/tat.htm>

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<http://www.planning.dot.gov/Documents/TransPlanning/TransTable.htm>

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<http://www.fhwa.dot.gov/hep/tribaltrans/lrtpmod.htm>

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<http://www.fhwa.dot.gov/hep/tribaltrans/devtribimprog.htm>

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Job Access and Reverse Commute Program (5316)
http://www.fta.dot.gov/funding/grants/grants_financing_3550.html

New Freedom Program (5317)
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<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=3>

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<http://www.planning.dot.gov/Documents/tat.htm>

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<http://www.fhwa.dot.gov/hep/tribaltrans/ttfundresource.htm>

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<http://www.fhwa.dot.gov/bridge/hbrp.htm>

Corridor Planning/Border Infrastructure Program

<http://www.fhwa.dot.gov/hep10/corbor/index.html>

Ferry Boat Discretionary

<http://www.wsdot.wa.gov/TA/ProgMgt/Grants/Ferry.htm>

Innovative Bridge Research and Construction

<http://ibrc.fhwa.dot.gov/>

ITS Integration Program

http://ops.fhwa.dot.gov/Travel/Deployment_Task_Force/its_integration_program.htm

National Historic Covered Bridge Program

<http://www.fhwa.dot.gov/bridge/covered.htm>

Public Lands Highway

<http://www.wsdot.wa.gov/TA/ProgMgt/Grants/Public.htm>

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Scenic Byways

<http://www.wsdot.wa.gov/TA/ProgMgt/Byways/GrantGuidance.htm>

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<http://www.fhwa.dot.gov/tcsp/index.html>

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<http://www.fhwa.dot.gov/policy/otps/valuepricing.htm>

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<http://www.wsdot.wa.gov/TA/Operations/LAG/ER.HTM>

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http://www.wsdot.wa.gov/TA/ProgMgt/Grants/Intersection_Corridor.htm

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<http://www.wsdot.wa.gov/TA/ProgMgt/Grants/STP.htm>

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<http://www.wsdot.wa.gov/TA/ProgMgt/Grants/Enhance.htm>

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<http://www.fhwa.dot.gov/flh/indresrd.htm>

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<http://www.fhwa.dot.gov/flh/parkroad.htm>

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<http://www.wsdot.wa.gov/localprograms/ProgramMgmt/funding.htm>

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[http://www.goia.wa.gov/govtogov/pdf/Department of Licensing.pdf](http://www.goia.wa.gov/govtogov/pdf/Department%20of%20Licensing.pdf)

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transit@wsdot.wa.gov
<mailto:transit@wsdot.wa.gov>

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<http://www.enhancements.org/index.asp>

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National Endowment for the Humanities, America's Historical and Cultural Organizations: Planning and Implementation Grants
http://www.neh.gov/grants/guidelines/AHCO_ImplementationGuidelines.html

National Endowment for the Humanities, America's Historical and Cultural Organizations: Planning Grants
http://www.neh.gov/grants/guidelines/AHCO_PlanningGuidelines.html

National Endowment for the Humanities, America's Media Makers: Development Grants
http://www.neh.gov/grants/guidelines/AmMediaMakers_development.html

National Park Service: Save America's Treasures
<http://www.nps.gov/history/hps/treasures/ProgramDetails.htm>

EPA Air and Radiation Grant Page
http://www.epa.gov/air/grants_funding.html

EPA's Tribal Air Page
<http://www.epa.gov/air/tribal/>

EPA's American Indian Portal Grants and Funding Page
<http://www.epa.gov/tribalportal/grantsandfunding/index.htm>

Local Infrastructure Finance Tool (LIFT) Program
<http://cted.wa.gov/site/999/default.aspx>

Local Infrastructure Finance Tool (LIFT)
<http://cted.wa.gov/site/999/default.aspx>

CERB Traditional Infrastructure Program
<http://cted.wa.gov/site/866/default.aspx>

CERB Traditional Infrastructure Program
<http://cted.wa.gov/site/866/default.aspx>

Tribal Law Enforcement Assistance Program
http://cted.wa.gov/portal/alias__cted/lang__en/tabID__339/DesktopDefault.aspx

Law Enforcement Assistance program
http://cted.wa.gov/portal/alias__cted/lang__en/tabID__339/DesktopDefault.aspx

CDBG
http://cted.wa.gov/portal/alias__cted/lang__en/tabID__314/DesktopDefault.aspx

Section 5305 of the Housing and Community Development Act
<http://www.hud.gov/offices/cpd/communitydevelopment/rulesandregs/laws/sec5305.cfm>
<http://www.hud.gov/offices/cpd/communitydevelopment/rulesandregs/laws/sec5305.cfm>

CTED database
http://cted.wa.gov/portal/alias__CTED/lang__en/tabID__34/DesktopDefault.aspx

IACC database
<http://www.infracfunding.wa.gov/>

Inventory of State Transportation Infrastructure Programs
<http://www.leg.wa.gov/reports/06-11b.pdf>

Environmental Protection Agency (EPA): Grant Management Training for Non-Profit Applicants and Recipients
<http://www.epa.gov/ogd/training/index.htm>

Highway Safety Grant Management Manual for state, local, and Indian tribal governments
http://www.nhtsa.gov/nhtsa/whatsup/TEA21/GrantMan/HTML/00_Manl_Contents1_01.html

FHWA Guidance for Funding for Federal Agency Coordination Associated with Environmental Streamlining
<http://environment.fhwa.dot.gov/strmlng/igdocs/section1.asp>

National Endowment for the Humanities Grant Management
<http://www.neh.gov/manage/index.html>

The Washington State Guide to Managing Your Public Transportation Grant
<http://www.wsdot.wa.gov/Transit/Library/Guidebook.htm>

Washington State Recreation and Conservation Office (RCO) PRISM (Project Information System)
<http://www.rco.wa.gov/rco/prism/prism.htm>
<http://www.rco.wa.gov/rco/prism/prism.htm>

TRIBAL TRANSPORTATION PLANNING ORGANIZATION PROJECT AND PLANNING RESOURCES MATRIX

Highway Safety Improvement Program (HSIP)
http://safety.fhwa.dot.gov/state_program/hsip/

WSDOT/Highways & Local Programs Division
<http://www.wsdot.wa.gov/LocalPrograms/Traffic/FedSafety.htm>

High Risk Rural Roads Program (HRRRP)
<http://safety.fhwa.dot.gov/safetealu/memos/memo051906.cfm>

WSDOT/Highways & Local Programs Division
<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/funding.htm>

Safe Routes to Schools
<http://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/funding.htm>

WSDOT/Highways & Local Programs Division
<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/funding.htm>

Bicycle and Pedestrian Safety
<http://www.wsdot.wa.gov/bike/funding.htm>

WSDOT/Highways & Local Programs Division
<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/funding.htm>

WTSC Grants
<http://www.wtsc.wa.gov/business/grants.php>

Washington Traffic Safety Commission
<http://www.wtsc.wa.gov/business/grants.php>

WTSC Grants Target Zero Task Force Project
<http://www.wtsc.wa.gov/business/grants.php>

Washington Traffic Safety Commission
<http://www.wtsc.wa.gov/business/grants.php>

WTSC Grants School Zone Flashing Lights
<http://www.wtsc.wa.gov/business/grants.php>

Washington Traffic Safety Commission
<http://www.wtsc.wa.gov/business/grants.php>

Free Traffic Safety Programs
<http://www.nationalroadsafety.org/page.php?id=3>

The National Road Safety Foundation, Inc.
<http://www.nationalroadsafety.org/cover.php>

Child Safety Seat Program
<http://www.ihs.gov/MedicalPrograms/InjuryPrevention/Documents/FY09 CPS Application-BIA.pdf>

Indian Health Service/BIA Indian Highway Safety Program
<http://www.ihs.gov/MedicalPrograms/InjuryPrevention/index.cfm?module=News>

Highway Bridge Program
<http://www.wsdot.wa.gov/LocalPrograms/Bridge/Funding.htm>

WSDOT/Highways & Local Programs Division
<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/funding.htm>

Transportation Enhancement Program
<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/TransEnhancement.htm>

WSDOT/Highways & Local Programs Division
<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/funding.htm>

Surface Transportation Program (STP) Local Program
<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STP.htm>

<http://www.wsdot.wa.gov/planning/Metro/Default.htm>

Community Economic Revitalization Board (CERB)
http://cted.wa.gov/portal/alias___cted/lang___en/tabID___64/DesktopDefault.aspx

Community, Trade and Economic Development (CTED)
<http://cted.wa.gov/site/21/default.aspx>

Rural Business Enterprise Grants
<http://www.rurdev.usda.gov/rbs/busp/rbeg.htm>

Rural Business Cooperative/Dept. of Agriculture
<http://www.rurdev.usda.gov/>

<http://www.rurdev.usda.gov/wa/contacts.htm>

Rural Economic Developments Loans and Grants
<http://www.rurdev.usda.gov/rbs/busp/redlg.htm>

Rural Business Cooperative/Dept. of Agriculture
<http://www.rurdev.usda.gov/>

USDA Rural Development Map
<http://www.rurdev.usda.gov/wa/contacts.htm>

Indian Community Development Block Grant Program
<http://www.hud.gov/offices/pih/ih/grants/icdbg.cfm>

Public & Indian Housing Dept. of Housing & Urban Development
<http://www.hud.gov/offices/pih/index.cfm>

Contact the Area Office for more info.
<http://www.hud.gov/offices/pih/ih/codetalk/onap/nwonap/>

Capital Budget Grants

http://cted.wa.gov/portal/alias__CTED/lang__en/tabID__308/DesktopDefault.aspx

Community, Trade and Economic Development (CTED)

<http://cted.wa.gov/site/21/default.aspx>

Building Communities Fund

<http://www.cted.wa.gov/site/310/default.aspx>

Community, Trade and Economic Development (CTED)

<http://cted.wa.gov/site/21/default.aspx>

Transportation Enhancement Program

<http://www.wsdot.wa.gov/localprograms/ProgramMgmt/TransEnhancement.htm>

WSDOT/Highways and Local Programs

<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/funding.htm>

Recreational Trails Program (RTP)

<http://www.rco.wa.gov/rcfb/grants/nrtp.htm>

Washington State Recreation and Conservation Office

<http://www.rco.wa.gov/default.asp>

Congestion Mitigation and Air Quality Program

<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/CMAQ.htm>

Scenic Byways Programs/Tribal

<http://www.bywaysonline.org/grants/>

WSDOT/Highways & Local Programs Division/State Scenic Byways Office

<http://www.wsdot.wa.gov/ta/progmgt/byways/GrantGuidance2009.htm><http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/funding.htm>

Scenic Byways Programs/Corridor Management Plan (CMP)

<http://www.bywaysonline.org/grants/>

Scenic Byways Programs/Safety Improvements

<http://www.bywaysonline.org/grants/>

Scenic Byways Programs/Byway Facilities

<http://www.bywaysonline.org/grants/>

Scenic Byways Programs/Access to Recreation

<http://www.bywaysonline.org/grants/>

Scenic Byways Programs/Resource Protection

<http://www.bywaysonline.org/grants/>

Scenic Byways Programs/Interpretive Information

<http://www.bywaysonline.org/grants/>

Scenic Byways Programs/Marketing Program

<http://www.bywaysonline.org/grants/>

EPA Grants

<http://www.epa.gov/tribalportal/grantsandfunding/index.htm>

EPA American Indian Tribal Portal Grants & Funding

<http://www.epa.gov/tribalportal/grantsandfunding/index.htm>

Contact EPA's Tribal Air Coordinators.

<http://www.epa.gov/oar/tribal/coordinators.html>

<http://www.epa.gov/oar/tribal/coordinators.html>

<http://www.epa.gov/oar/tribal/coordinators.html>

Traffic Signal Program/Energy Efficiency Incentives
http://www.avistautilities.com/business/rebates/washington_idaho/Pages/incentive_15.aspx

Avista Utilities
http://www.avistautilities.com/business/rebates/washington_idaho/pages/default.aspx

AVISTA Service Area MAP
<http://www.avistautilities.com/inside/serviceterritory/pages/default.aspx>

LED Traffic Signal Rebates
<http://www.pse.com/solutions/forbusiness/pages/comRebates.aspx?tab=2&chapter=4>

Puget Sound Energy
<http://www.pse.com/Pages/default.aspx>

Puget Sound Energy Service Area Map
<http://www.pse.com/pages/paymap.aspx>

Washington State Incentives for Renewables and Efficiency
<http://www.dsireusa.org/library/includes/map2.cfm?CurrentPageID=1&State=WA&RE=1&EE=1>

Database of State Incentives for Renewables & Energy Efficiency (NC State University)
<http://www.dsireusa.org/library/includes/map2.cfm?CurrentPageID=1&State=WA&RE=1&EE=1>

Native American Graves Protection and Repatriation Act
<http://www.cr.nps.gov/nagpra/grants>

National Park Service / Dept. of Interior
<http://www.nps.gov/>

Native American Graves Protection and Repatriation Act
<http://www.cr.nps.gov/nagpra/grants>

National Park Service / Dept. of Interior
<http://www.nps.gov/>

American Battlefield Protection
<http://www.nps.gov/history/hps/abpp/funding.htm>

National Park Service / Dept of Interior
<http://www.nps.gov/>

Main webpage of grant opportunities from BLM
<http://www.blm.gov/natacq/outreach/blmfedassis.html>

BLM/Dept. of Interior
<http://www.blm.gov/wo/st/en.html>

National Historic Landmark
<http://www.cr.nps.gov/nhl>

National Park Service/Dept. of the Interior
<http://www.nps.gov/>

WA State Department of Archaeology & Historic Preservation
<http://www.dahp.wa.gov/pages/HistoricSites/Financial.htm>

Transportation Enhancement Program
<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/TransEnhancement.htm>

WSDOT/Highways & Local Programs Division
<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/funding.htm>

Tribal Transit Grant Program

<http://www07.grants.gov/search/search.do;jsessionid=2v7rJbySDKFknnzvgJy6L0z20kl7k64j21dHG1Qy10PJYbK9L18v!-802466050?oppId=45903&flag2006=false&mode=VIEW>

FTA
<http://www.fta.dot.gov/index.html>

FTA's Notices of Funding Availability Webpage
http://www.fta.dot.gov/funding/grants_financing_7829.html

FTA
<http://www.fta.dot.gov/index.html>

Job Access and Reverse Commute Program
<http://www.wsdot.wa.gov/transit/grants>

WSDOT Public Transportation consolidated grant program
<http://www.wsdot.wa.gov/transit/grants>

WSDOT Public Transportation consolidated grant program
<http://www.wsdot.wa.gov/transit/grants>

Elderly and Individuals with Disabilities
<http://www.wsdot.wa.gov/Transit/Grants/default.htm>

WSDOT Public Transportation consolidated grant program
<http://www.wsdot.wa.gov/transit/grants>

Clean School Bus USA
<http://www.epa.gov/cleanschoolbus>

Office of Air & Radiation / Environmental Protection Agency
<http://www.epa.gov/otaq/>

National Clean Diesel Funding Assistance Program
<http://www.epa.gov/otaq/diesel/grantfund.htm>

Office of Air & Radiation / EPA
<http://www.epa.gov/otaq/>

EPA's Open Announcements Page
http://www.epa.gov/ogd/competition/open_awards.htm

EPA
<http://www.epa.gov/>

Washington Wildlife and Recreation Program
<http://www.rco.wa.gov/rcfb/grants/wwrp.htm>

Washington State Recreation and Conservaton Office
<http://www.rco.wa.gov/default.asp>

Paul S. Sarbanes Transit in Parks Program (5320)
http://www.fta.dot.gov/funding/grants/grants_financing_6106.html

Federal Transit Administration
<http://www.fta.dot.gov/index.html>

73 CFR
<http://www.unitedweride.gov/E8-27124.pdf>

United We Ride State/Tribal Mobility Management Coordination Grants
<http://www.unitedweride.gov/>

FTA/DOT
<http://www.unitedweride.gov/E8-27124.pdf>

Community Transportation Association of America
<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=23&z=2>

CTAA
<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=23&z=2>

Transportation, Community and System Preservation Grants
<http://www.fhwa.dot.gov/tcsp/index.html>

FHWA/TCSP Program
<http://www.fhwa.dot.gov/tcsp/index.html>

National Spatial Data Infrastructure Cooperative Agreements Program
<http://www.fgdc.gov/grants>

Geological Survey/US Dept of Interior
<http://www.usgs.gov/>

Rural Economic Development Loans and Grants
<http://www.rurdev.usda.gov/rbs/busp/redlg.htm>

Rural Business Cooperative/Dept. of Agriculture
<http://www.rurdev.usda.gov/>

USA Rural Development Map
<http://www.rurdev.usda.gov/wa/contacts.htm>

Business and Industry Loans
http://www.rurdev.usda.gov/rbs/busp/b&I_gar.htm

Rural Business Cooperative/Dept. of Agriculture
http://www.rurdev.usda.gov/rbs/busp/b&I_gar.htm

USDA Rural Development Map
<http://www.rurdev.usda.gov/wa/contacts.htm>

Rural Economic Development Loans and Grants
<http://www.rurdev.usda.gov/rbs/busp/redlg.htm>

Rural Business Cooperative/Dept. of Agriculture
http://www.rurdev.usda.gov/rbs/busp/b&I_gar.htm

USDA Rural Development Map
<http://www.rurdev.usda.gov/wa/contacts.htm>

Economic Development Support for Planning Organizations
http://www.eda.gov/ImageCache/EDAPublic/documents/pdfdocs2008/13cfrchapter_20iii_2d2006andifr_2epdf/v1/13cfrchapter_20iii_2d2006andifr.pdf

Economic Development Administration, Department of Commerce
<http://www.eda.gov/AboutEDA/Programs.xml>

Economic Adjustment Assistance
http://www.eda.gov/ImageCache/EDAPublic/documents/pdfdocs2008/13cfrchapter_20iii_2d2006andifr_2epdf/v1/13cfrchapter_20iii_2d2006andifr.pdf

Economic Development Administration, Department of Commerce
<http://www.eda.gov/AboutEDA/Programs.xml>

Emergency Relief (ER) Program
<http://www.wsdot.wa.gov/LocalPrograms/LAG/Emergency.htm>

LAG Manual Emergency Relief Program Information and Instructions
<http://www.wsdot.wa.gov/publications/manuals/fulltext/M36-63/Lag33.pdf>

WSDOT/Highways & Local Programs Division

<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/funding.htm>

Public Assistance Program

<http://www.fema.gov/government/grant/pa/index.shtm>

FEMA

<http://www.fema.gov/government/grant/government.shtm> - 1

Flood Mitigation Grant Program

<http://www.fema.gov/government/grant/fma/index.shtm>

FEMA

<http://www.fema.gov/government/grant/government.shtm> - 3

Emergency Relief for Federally Owned Lands (ERFO)

<http://flh.fhwa.dot.gov/programs/erfo/>

FLHP/FHWA

<http://flh.fhwa.dot.gov/programs/erfo/>

Pre-Disaster Mitigation Grant Program

http://www.fema.gov/government/grant/pdm/pdm_tribal_fact_sheet.shtm

FEMA/Robert T. Stafford Disaster Act Program

<http://www.fema.gov/government/grant/government.shtm> - 3

Hazard Mitigation Grant Program

<http://www.fema.gov/government/grant/hmgp/index.shtm>

FEMA/Robert T. Stafford Disaster Act Program

<http://www.fema.gov/government/grant/government.shtm> - 1

Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) Implementation of Hazardous Materials Assistance

http://www.fema.gov/pdf/government/grant/cercla_guidance.pdf

FEMA

<http://www.fema.gov/government/grant/government.shtm> - 3

Cooperating Technical Partners (CTP) Program

http://www.fema.gov/plan/prevent/fhm/ctp_main.shtm

FEMA

<http://www.fema.gov/government/grant/government.shtm> - 3

Economic Development Support for Planning Organizations

http://www.eda.gov/ImageCache/EDAPublic/documents/pdfdocs2008/13cfrchapter_20iii_2d2006andifr_2epdf/v1/13cfrchapter_20iii_2d2006andifr.pdf

Economic Development Administration/Dept. of Commerce

<http://www.eda.gov/AboutEDA/Programs.xml>

Federal Aid Program Administration

<http://www.fhwa.dot.gov/federalaid/projects.cfm?progProj=curr>

FHWA Office of Program Administration

<http://www.fhwa.dot.gov/programadmin/>

National Technical Information Service

<http://www.ntis.gov/>

Dept. of Commerce

<http://www.commerce.gov/>

Catalog of Federal Domestic Assistance (CFDA)

<http://www.cfda.gov/>

NewsWatch Native America Grant Page
<http://www.newswatchnativeamerica.com/federalgrants.htm>

NewsWatch Native America
<http://www.newswatchnativeamerica.com/index.html>

Sale of Federal Surplus Personal Property
<http://www.gsaauctions.gov/>

General Services Administration
<http://www.gsa.gov/>

Sale of Washington State Surplus Property
<http://www.ga.wa.gov/Surplus/3SurplusAll.htm>

General Administration, State of Washington
<http://www.ga.wa.gov/index.html>

Treasury Auctions
<http://www.ustreas.gov/auctions/>

US Department of the Treasury
<http://www.ustreas.gov/>

CHAPTER 5 POLICY DEVELOPMENT RESOURCES

Tribal Transportation Planning Organization
<http://www.wsdot.wa.gov/planning/Tribal/>

<http://www.wsdot.wa.gov/planning/Tribal/>
<http://www.wsdot.wa.gov/planning/Tribal/>

WSDOT Tribal Liaison
<http://www.wsdot.wa.gov/tribal/>

Washington State Tribal Liaison Office
<http://www.wsdot.wa.gov/tribal/>

<http://www.wsdot.wa.gov/tribal/>
<http://www.wsdot.wa.gov/tribal/>

Washington State Traffic Safety Commission
<http://www.wtsc.wa.gov/>

Washington Traffic Safety Commission
<http://www.wtsc.wa.gov/>

<http://www.wtsc.wa.gov/programs/tribal.php>
<http://www.wtsc.wa.gov/programs/tribal.php>

Washington's Strategic Highway Safety Plan - Target Zero
<http://www.wsdot.wa.gov/NR/rdonlyres/BC9C8BDB-A735-4948-850A-47B72696E4D9/0/SHSP.pdf>

Child Passenger Safety
<http://www.wtsc.wa.gov/programs/childpass.php>

Corridor Traffic Safety
<http://www.wtsc.wa.gov/programs/corridor.php>

Impaired Driving
<http://www.wtsc.wa.gov/programs/impaired.php>

Pedestrian & Bicycle Safety
<http://www.wtsc.wa.gov/programs/walkbike.php>

Police Traffic Services
<http://www.wtsc.wa.gov/programs/police.php>

School Zone Safety
<http://www.wtsc.wa.gov/programs/schlzone.php>

Seat Belts
<http://www.wtsc.wa.gov/programs/seatbelts.php>

Speeding
<http://www.wtsc.wa.gov/programs/speed.php>

TACT Truck Safety
<http://www.wtsc.wa.gov/programs/tact.php>

Traffic Records
<http://www.wtsc.wa.gov/programs/trafficrecords.php>

Tribal Traffic Safety
<http://www.wtsc.wa.gov/programs/tribal.php>

Indian Reservation Roads Program Coordinating Committee
<http://www.ttap.mtu.edu/index.php?p=irrpcc>

IRR Program Coordinating Committee
<http://www.ewu.edu/x30333.xml>

Transportation Resource Manual, Washington State Legislature Joint Transportation Committee
<http://www1.leg.wa.gov/JTC/TRM/>

<http://www1.leg.wa.gov/JTC/TRM/>
<http://www1.leg.wa.gov/JTC/TRM/>

The Washington State Transportation Plan (Executive Summary pdf 418 kb)
<http://www.wsdot.wa.gov/NR/rdonlyres/083D185B-7B1F-49F5-B865-C0A21D0DCE32/0/FinalWTP111406.pdf>

Washington Transportation Plan
<http://www.wsdot.wa.gov/NR/rdonlyres/083D185B-7B1F-49F5-B865-C0A21D0DCE32/0/FinalWTP111406.pdf>

Governor's Office of Indian Affairs
<http://www.goia.wa.gov/>

<http://www.goia.wa.gov/>
<http://www.goia.wa.gov/>

Agency Council on Coordinated Transportation
<http://www.wsdot.wa.gov/acct/default.htm>

http://www.wsdot.wa.gov/acct/about_acct.htm
http://www.wsdot.wa.gov/acct/about_acct.htm

CHAPTER 6: CASE STUDIES AND BEST PRACTICES

FHWA Tribal Transportation Programs List
<http://www.fhwa.dot.gov/hep/tribaltrans/tribalprog.htm>

Case Studies of State, MPO, and Tribal Coordination in Transportation Planning
<http://www.fhwa.dot.gov/hep/tribaltrans/ttpcs/index.htm>

six case studies
<http://www.fhwa.dot.gov/hep/tribaltrans/ttpcs/index.htm>

kenneth.petty@dot.gov
<mailto:kenneth.petty@dot.gov>

Nisqually and Chehalis Collaboration with Thurston County
<http://www.fhwa.dot.gov/hep/tribaltrans/ttpcs/washington.htm>

Colville Confederated Tribes, FHWA's Tribal Transportation Page
<http://www.fhwa.dot.gov/hep/tribaltrans/colville.htm>

Lummi Nation Safe Routes to School Program
<http://www.saferoutes-wa.org/design/kirk-vinish-tribal-transportation-officer-for-the-lummi-nation>

Colville Confederated Tribes
<http://www.fhwa.dot.gov/hep/tribaltrans/colville.htm>

State DOT Tribal Liaison Roundtable and Panel Discussion
<http://www.planning.dot.gov/Peer/Washington/Spokane.htm>

State DOT Tribal Liaison Roundtable and Panel Discussion, Spokane, WA (June 7-8, 2005)
<http://www.planning.dot.gov/Peer/Washington/Spokane.htm>

Experience of Tribal Data Managers and Tribal Planners, Cabazon, CA (November 15, 2006)
http://www.planning.dot.gov/Peer/California/cabazon_2007.htm

Long-Range Transportation Plans: The Experiences of Tribal Planners, Scottsdale, AZ (November 2, 2005)
<http://www.planning.dot.gov/Peer/Arizona/scottsdale.htm>

National Tribal Roads Conference Peer Workshop for Tribal Transit Service Development, Albuquerque, NM (March 2, 2004)
<http://www.planning.dot.gov/Peer/NewMex/newmex.htm>

APPENDIX

PLANNING AND PROJECT RESOURCES TOPIC INDEX

nicodem@wsdot.wa.gov
<mailto:nicodem@wsdot.wa.gov>

Acronyms online, FHWA/Tribal Transportation Acronyms, References & Bibliography
http://www.fhwa.dot.gov/hep/tribaltrans/saf_app.htm

Acronyms online, Transit List of Acronyms
http://www.fta.dot.gov/publications/reports/other_reports/planning_environment_4038.html

Acronyms online, WSDOT Transportation Acronym Guide
<http://www.wsdot.wa.gov/reference/Acronym>

Affiliated Tribes of Northwest Indians
<http://www.atntribes.org/index.html>

Air Quality Resource Page, Tribal Air
<http://www.epa.gov/air/tribal/>

American Indian Health
<http://americanindianhealth.nlm.nih.gov/>

American Indian Resources on the Internet Portal
<http://www.hanksville.org/NAresources/>

Auction
<http://www.ustreas.gov/auctions/>

Auction
<http://www.ga.wa.gov/Surplus/3SurplusAll.htm>

Auction
<http://gsaauctions.gov/gsauctions/gsauctions/>

Auction

<http://www.usdoj.gov/marshals/assets/assets.html>

Bibliography online, FHWA/Tribal Transportation Acronyms, References & Bibliography

http://www.fhwa.dot.gov/hep/tribaltrans/saf_app.htm

Bibliography online, Native Americans in Transportation

<http://dotlibrary.dot.gov/bibliographies/Nativebib.htm>

Bridge Terms online, WSDOT's Glossary of Bridge Terms

<http://www.wsdot.wa.gov/Projects/SR24/I82toKeysRd/BridgeGlossary.htm>

Highway Bridge Program

<http://www.wsdot.wa.gov/LocalPrograms/Bridge/Funding.htm>

Discretionary Bridge Program (DBP), FEDERAL

<http://www.fhwa.dot.gov/bridge/dbp.htm>

Business and Industry Guaranteed Loans

http://www.rurdev.usda.gov/rbs/buspb/b&I_gar.htm

Buildings and Land

<http://www.govsales.gov/html/index.htm>

Capital Budget Grants

http://cted.wa.gov/portal/alias__CTED/lang__en/tabID__308/DesktopDefault.aspx

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http://www.nhtsa.dot.gov/portal/site/nhtsa/template.MAXIMIZE/menuitem.e649cd1b2b018c71d8eca01046108a0c/?javax.portlet.tpst=4427b997caacf504a8bdba101891ef9a_ws_MX&javax.portlet.prp_4427b997caacf504a8bdba101891ef9a_viewID=detail_view&itemID=d01bab6383f62010V

Centennial Accord dated August 4, 1989

<http://www.goia.wa.gov/Government-to-Government/CentennialAgreement.html>

Centennial Accord Plan

http://www.wsdot.wa.gov/tribal/Centennial_Accord.htm

Clean Diesel Campaign Grants

<http://www.epa.gov/otaq/diesel/grantfund.htm>

Clean School Bus USA Grants

<http://www.epa.gov/cleanschoolbus/funding.htm>

Codetalk

<http://www.hud.gov/offices/pih/ih/codetalk/>

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http://cted.wa.gov/portal/alias__cted/lang__en/tabID__64/DesktopDefault.aspx

Community Transportation Association

<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=23&z=2>

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<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=3&z=37>

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<http://www.achp.gov/regs-tribes2008.pdf>

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<http://www.fhwa.dot.gov/hep/tribaltrans/reference.htm>

Contacts, National NAGPRA Consultation Database, National Park Service

<http://home.nps.gov/nacd/>

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http://web1.ctaa.org/webmodules/webarticles/articlefiles/TPGNeeds_ResourcesActionPlanFundingEval.pdf

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<http://www.planning.dot.gov/tribal.asp>

Data Requests & Publications

<http://www-nrd.nhtsa.dot.gov/cats/index.aspx>

Dictionary, online, RITA Bureau of Transportation Statistics

<http://www.bts.gov/dictionary/index.xml>

Disaster/Emergency Public Assistance Grant Program, Application Process

<http://www.fema.gov/government/grant/pa/process.shtm>

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<http://www.fema.gov/government/grant/pa/index.shtm>

Disaster/Pre-planning Mitigation

<http://www.fema.gov/government/grant/pdm/index.shtm>

Economic Development Administration Grants for Public Works

<http://www.eda.gov/InvestmentsGrants/FFON.xml>

Economic Development Administration Investments

http://www.eda.gov/ImageCache/EDAPublic/documents/pdfdocs2008/13cfrchapter_20iii_2d2006andifr_2epdf/v1/13cfrchapter_20iii_2d2006andifr.pdf<http://www.eda.gov/InvestmentsGrants/FFON.xml>

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<http://www.rurdev.usda.gov/rbs/busp/redlg.htm>

Emergency Relief for Federally Owned Roads (ERFO)

<http://flh.fhwa.dot.gov/programs/erfo/>

Emergency Relief Program Instructions & Procedures, LAG Manual

<http://www.wsdot.wa.gov/publications/manuals/fulltext/M36-63/Lag33.pdf>

Emergency Relief Program

<http://www.wsdot.wa.gov/LocalPrograms/LAG/Emergency.htm>

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<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/TransEnhancement.htm>

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<http://www.wsdot.wa.gov/publications/manuals/fulltext/M31-11/AppendixB.pdf>

Environmental Guidebook, FHWA

<http://www.environment.fhwa.dot.gov/guidebook/index.asp>

Environmental Justice Webpage, FHWA/FTA

<http://www.fhwa.dot.gov/environment/ejustice/facts/index.htm>

Environmental Justice, USDOT Order on Environmental Justice

http://www.fhwa.dot.gov/environment/ejustice/dot_ord.htm

Environmental Streamlining Funding

<http://environment.fhwa.dot.gov/strmlng/igdocs/index.asp>

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<http://www.ga.wa.gov/Surplus/3SurplusAll.htm>

Equipment Auction

<http://gsaauctions.gov/gsauctions/gsauctions/>

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<http://www.epa.gov/fedreg/eo/eo13175.htm>

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<http://www.cfda.gov/>

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<http://www.fhwa.dot.gov/federalaid/projects.cfm>

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<http://www.fhwa.dot.gov/legsregs/directives/orders/dot110063b/fhwasectiona.htm>

Flood Mitigation Program
<http://www.fema.gov/government/grant/fma/index.shtm>

Flood, Repetitive Claims Program
<http://www.fema.gov/government/grant/rfc/index.shtm>

Funding, FHWA Transportation Planning Funding Resources
http://www.fhwa.dot.gov/hep/tribaltrans/ttfundresource_a.htm - a1

Geospatial Grants, Nat'l Spatial Data Infrastructure Prog
<http://www.fgdc.gov/grants>

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<http://www.fhwa.dot.gov/planning/glossary/index.cfm>

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<http://www.wsdot.wa.gov/publications/manuals/fulltext/M31-11/AppendixB.pdf>

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<http://www.wsdot.wa.gov/Projects/SR24/I82toKeysRd/BridgeGlossary.htm>

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<mailto:GOIAMail@goia.wa.gov>

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<mailto:GOIAMail@goia.wa.gov>

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<http://www.goia.wa.gov/Tribal-Directory/TribalDirectory.pdf>

Grants, Federal for Tribes
<http://www.newswatchnativeamerica.com/federalgrants.htm>

Hazard Materials Assistance, CERCLA, FEMA
http://www.fema.gov/pdf/government/grant/cercla_guidance.pdf

Hazard Mitigation Grant Program
<http://www.fema.gov/government/grant/hmgp/index.shtm>

Historic Preservation Grants, Innovative Projects
<http://www.ncptt.nps.gov/index.php/grants/>

Historic Preservation Officers List
<http://www.achp.gov/programs.html>

Historical Landmark Designation, NPS
<http://www.nps.gov/history/nhl/>

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<http://www.fhwa.dot.gov/byday/acronyms.htm>

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http://www.historylink.org/index.cfm?DisplayPage=output.cfm&file_id=7273

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http://www.wsdot.wa.gov/ferries/your_wsf/index.cfm?fuseaction=our_history

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http://www.wsdot.wa.gov/ferries/your_wsf/index.cfm?fuseaction=our_history

History, Center for Pacific NW Studies
<http://www.acadweb.wvu.edu/cpnws/default.htm>

History, Center for Pacific NW Studies
<http://www.acadweb.wvu.edu/cpnws/default.htm>

History, Native Americans in Transportation Bibliography
<http://dotlibrary.dot.gov/bibliographies/Nativebib.htm>

Incentives for Renewable Energy & Efficiency
<http://www.dsireusa.org/library/includes/map2.cfm?CurrentPageID=1&State=WA&RE=1&EE=1>

Indian Community Development Block Grant Program
<http://www.hud.gov/offices/pih/ih/grants/icdbg.cfm>

Job Access and Reverse Commute (5316)
<http://www.wsdot.wa.gov/transit/grants>

Land Sales, US Marshals Asset Forfeiture Program
<http://www.usdoj.gov/marshals/assets/assets.html>

Listserve, WA State Office of Financial Management
<http://listserv.wa.gov/cgi-bin/wa?SUBED1=ofm-forecasting&A=1>

Listserve, WSDOT Cultural Resources
<http://www.wsdot.wa.gov/Environment/CulRes/FAQ.htm>

Listserve, WSDOT Tribal
<mailto:subscribe-wsdottribal@lists.wsdot.wa.gov>

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<http://www.wsdot.wa.gov/publications/manuals/fulltext/M36-63/LAGManual.pdf>

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<http://www.fhwa.dot.gov/hep/tribaltrans/lrtplibmod.pdf>

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<http://www.goia.wa.gov/Government-to-Government/millenniumAgreement.html>

Motor Fuel Listsrv, motor fuel tax issues
http://www.taxadmin.org/fta/mf/mfuc_list.html

Municipal Research & Services Center, (MSRC)
<http://www.mrsc.org/index.aspx>

National Conference of State Legislatures (NCSL)
<http://www.ncsl.org/programs/statetribes/statetribes.htm>

National Congress of American Indians
<http://www.ncai.org/Home.9.0.html>

Native American Graves Protection & Repatriation Act Grants, NPS
<http://www.nps.gov/history/nagpra/grants/>

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<http://www.wsdot.wa.gov/transit/grants>

Newsletter, The National Conference of State Legislatures State-Tribal Institute
<http://www.ncsl.org/public/ncsl/addenews.cfm?addpageid=40&tid=xtrb&pn=State%2DTribal%20Institute>

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http://www.trb.org/news/blurp_detail.asp?id=4861

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<http://www.ewu.edu/x1036.xml>

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<http://www.dot.state.mn.us/mntribes/handbook/about.html>

State of California Department of Transportation Transportation Guide for Native Americans
http://www.dot.ca.gov/hq/tpp/offices/orip/na/index_files/Trans-GuideForNativeAmericans.pdf

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<http://www.wsdot.wa.gov/publications/manuals/fulltext/M31-11/epm.pdf>

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<http://www.achp.gov/usersguide.html>

Paratransit/Special Needs Grant Program
<http://www.wsdot.wa.gov/transit/grants>

Pathways to Tomorrow, Transportation Education for Tribal Professionals
http://www.wfl.fhwa.dot.gov/td/publications/documents/pathways_booklet.pdf

Permitting, Environmental
<http://www.epermitting.wa.gov/>

Permitting, Environmental US Army Corp of Engineers
http://www.usace.army.mil/CECW/Pages/cecwo_reg.aspx

Photos, Historic, University of Washington Libraries Digital Collections
<http://content.lib.washington.edu/index.html>

Planning Program Economic Development Grants, EDA
<http://www.eda.gov/AboutEDA/Programs.xml>

Planning Terms, Glossary online
<http://www.fhwa.dot.gov/planning/glossary/index.cfm>

Planning, Growth Management Services
http://www.cted.wa.gov/portal/alias__cted/lang__en/tabID__375/DesktopDefault.aspx

Planning, Travel Model Improvement Program
<http://tmip.fhwa.dot.gov/>

Planning, Tribal Transportation Planning Organization (TTPO)
<http://www.wsdot.wa.gov/planning/Tribal/>

Planning, Tribal Transportation Topic Areas
<http://www.fhwa.dot.gov/hep/tribaltrans/topics.htm>

Planning, Tribal Transportation
<http://www.fhwa.dot.gov/hep/tribaltrans/>

Planning, WSDOT Metropolitan Planning Organization (MPO)
<http://www.wsdot.wa.gov/planning/Metro/Default.htm>

Planning
<http://www.wsdot.wa.gov/planning/>

Planning, WSDOT Regional Transportation Planning Organization (RTPO)
<http://www.wsdot.wa.gov/planning/Regional/>

Policy, Victoria Transport Policy Institute
<http://www.vtpi.org/>

Property, US Government Sales
<http://www.govsales.gov/html/index.htm>

Public Lands Highway Discretionary, FEDERAL
<http://www.fhwa.dot.gov/discretionary/plhcurr sola3.cfm>

Public Roads Magazine
<http://www.tfhr.gov/periodicals.htm>

Publications & Data Requests
<http://www-nrd.nhtsa.dot.gov/cats/index.aspx>

Real Estate Sales, US Government Property
<http://www.govsales.gov/html/index.htm>

Real Estate Sales, US Marshals Asset Forfeiture Program
<http://www.usdoj.gov/marshals/assets/assets.html>

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<http://www.rco.wa.gov/rcfb/grants/nrtp.htm>

Renewable Energy & Efficiency, Incentives for
<http://www.dsireusa.org/library/includes/map2.cfm?CurrentPageID=1&State=WA&RE=1&EE=1>

Rural Business Enterprise Grants
<http://www.rurdev.usda.gov/rbs/buspr/beg.htm>

Rural Mobility Grants
<http://www.wsdot.wa.gov/transit/grants>

Safety, Child Safety Seat Program
<http://www.ewu.edu/groups/cbpanwattap/Funding/FY09CPSApplication-BIA.pdf>

Safe Routes to Schools
<http://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/funding.htm>

Safety, Bicycle and Pedestrian Safety
<http://www.wsdot.wa.gov/bike/funding.htm>

Safety
<http://safety.fhwa.dot.gov/index.htm>

Safety, High Risk Rural Roads Program (HRRRP)
<http://www.wsdot.wa.gov/LocalPrograms/Traffic/FedSafety.htm>

Safety, Highway Safety Improvement Program (HSIP)
<http://www.wsdot.wa.gov/LocalPrograms/Traffic/FedSafety.htm>

Safety, Tribal Highway Safety Improvement Implementation Guide
http://www.fhwa.dot.gov/tribal/saf_guide.htm

Safety, Uniform Guidelines for State Highway Safety Programs
<http://www.nhtsa.dot.gov/nhtsa/whatsup/tea21/tea21programs/pages/TrafficEnfment.htm>

Safety, Work Zone Mobility and Safety Program Guidebook
<http://ops.fhwa.dot.gov/wz/practices/best/crossref.asp?id=2>

Scenic Byways Grants
<http://www.bywaysonline.org/grants/>

Scenic Byways Grants
<http://www.wsdot.wa.gov/LocalPrograms/ScenicByways/funding.htm>

Section 106 Regulations Users Guide
<http://www.achp.gov/usersguide.html>

Strategic Highway Safety Plan: Target Zero (SHSP)
<http://www.wsdot.wa.gov/planning/SHSP.htm>

Surface Transportation Policy Partnership
<http://www.transact.org/PDFs/2007-09-25-Redden.pdf>

Surface Transportation Program (STP) REGIONAL
<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STP.htm>

Surface Transportation Program (STP), FEDERAL
<http://www.fhwa.dot.gov/specialfunding/stp/>

Surplus Auction
<http://www.ga.wa.gov/Surplus/3SurplusAll.htm>

Surplus Auction
<http://gsaauctions.gov/gsauctions/gsauctions/>

Surplus Property, University of WA
<http://www.washington.edu/facilities/transportation/movingandsurplus/inventory/>

Traffic Safety Programs (Free Materials)
<http://www.nationalroadsafety.org/page.php?id=3>

Washington Traffic Safety Commission Grants
<http://www.wtsc.wa.gov/business/grants.php> - additional

TERO, Tribal Partnership Update Newsletter
http://www.lecet.org/Clearinghouse_Public/Northwest/tribal_update.htm

Traffic Signal Rebates, LED
http://www.avistautilities.com/business/rebates/washington_idaho/Pages/incentive_15.aspx

Traffic Signal Rebates, LED
<http://www.pse.com/solutions/forbusiness/pages/comRebates.aspx?tab=2&chapter=4>

Trail Funding, Washington Wildlife & Recreation Program (WWRP)
<http://www.rco.wa.gov/rcfb/grants/wwrp.htm>

Trails Program, Recreational
<http://www.rco.wa.gov/rcfb/grants/nrtp.htm>

Training, National Highway Institute
<http://www.nhi.fhwa.dot.gov/Home.aspx>

Training, National Highway Institute
<http://www.nhi.fhwa.dot.gov/Home.aspx>

Rural Business Opportunity Grants (RBOG),
Rural Business Opportuntiy Grants (RBOG), USDA Rural Development

Training, Transportation Planning Capacity Building
<http://www.planning.dot.gov/training.asp>

Training, Transportation Planning Capacity Building
<http://www.planning.dot.gov/training.asp>

Transit Acronyms online, FTA
http://www.fta.dot.gov/publications/reports/other_reports/planning_environment_4038.html

Transit in Parks Program
http://www.fta.dot.gov/funding/grants/grants_financing_6106.html

Transit, 5311, STATE-sponsored
<http://www.wsdot.wa.gov/transit/grants>

Transit, 5316, STATE-sponsored

Transit, Community Transportation Association of America Tribal Transportation Webpage
<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=20>

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<http://web1.ctaa.org/webmodules/webarticles/anmviewer.asp?a=20>

Transit, National Transit Institute
<http://www.ntionline.com/>

Transit, National Transit Institute
<http://www.ntionline.com/>

Transit, Public Transportation on Indian Reservations (5311(c)) Program
http://www.fta.dot.gov/funding/grants/grants_financing_3553.html

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http://www.fta.dot.gov/funding/grants/grants_financing_3553.html

Transit, United We Ride
http://www.unitedweride.gov/1_5_ENG_HTML.htm

Transportation Enhancement Program
<http://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/TransEnhancement.htm>

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<http://www.pfp.org/Transportation%5Cdraftplan%5CdraftYakCntyPlan.pdf>

Tribal Air Email Registration
<http://www.epa.gov/air/tribal/tribalmail.html>

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http://www.fpa.nifc.gov/Library/Memos/Docs/Bureau_of_Indian_Affairs_Consultation_Policy.pdf

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http://www.blm.gov/wo/st/en/prog/more/CRM/tribal_consultation.html

Centers for Disease Control
<http://www.cdc.gov/omhd/reports/2002/GuidingPrinciples.htm>

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[http://www.nmfs.noaa.gov/sfa/reg_svcs/Council stuff/council orientation/2008 Training/Handouts/Tab X1.American Indian.Alaska Native Policy.DOC.pdf](http://www.nmfs.noaa.gov/sfa/reg_svcs/Council%20stuff/council%20orientation/2008%20Training/Handouts/Tab%20X1.American%20Indian.Alaska%20Native%20Policy.DOC.pdf)

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http://www.usace.army.mil/CECW/TribalIssues/Documents/amerind_alaska_policy.pdf

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<http://www.tedna.org/pubs/doe13175.pdf>

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http://www.congressional.energy.gov/tribal_affairs.htm

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<http://www.hhs.gov/intergovernmental/tribal/docs/fnlhbcnsplcy.pdf>

Dept. of Homeland Security
http://www.dhs.gov/ynews/releases/pr_1236118838765.shtm

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http://www.hud.gov/offices/pih/ih/regs/govtogov_tcp.cfm

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http://www1.va.gov/vapubs/viewPublication.asp?Pub_ID=335&FTYPE=2

EPA's American Indian Tribal Portal
<http://www.epa.gov/tribal/index.htm>

Federal Communications Commission (FCC) Tribal Page
<http://www.fcc.gov/indians/>

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<http://www.usace.army.mil/CECW/TribalIssues/Pages/ArticleTemplate.aspx>

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<http://www.ewu.edu/x1036.xml>

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<http://edocket.access.gpo.gov/2009/pdf/E9-6271.pdf>

Swinomish Transportation Plan
http://www.swinomish.org/departments/planning/planning_land_use/2002-2007tmp1.pdf

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http://www.jamestowntribe.org/jstweb_2007/govdocs/MasterCompPlan4-16-08forreview.pdf

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<http://content.lib.washington.edu/index.html>

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<http://www.epa.gov/owow/nps/unpavedroads.html>

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<http://www.fhwa.dot.gov/reports/utilguid/util1.htm>

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<http://www.washington.edu/facilities/transportation/movingandsurplus/inventory/>

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<http://www.govsales.gov/html/index.htm>

Vehicles for Sale, US Marshal Asset Forfeiture Program
<http://www.usdoj.gov/marshals/assets/assets.html>

Washington State Department of Transportation (WSDOT)
<http://www.wsdot.wa.gov/>

WSDOT Executive Order Number: E 1025.00

<http://www.wsdot.wa.gov/NR/rdonlyres/847C3EC9-3373-41A7-ADBE-AC4D8E3F6ED6/0/ConsultationPolicy.pdf>

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<http://www.wsdot.wa.gov/tribal/TribalContacts.htm>

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